

THE RAILWAY GAZETTE

A Journal of Management, Engineering and Operation
INCORPORATING

Railway Engineer • TRANSPORT • The Railway News

The Railway Times • Herapath's Railway Journal • RAILWAY RECORD.

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GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on the paper rationing, new subscribers cannot be accepted until further notice. Any applications will be put on a waiting list and will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

TO CALLERS AND TELEPHONERS

Until further notice our office hours are:

Mondays to Fridays 9.30 a.m. till 5.30 p.m.

The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

King's Birthday Honours List

BECAUSE of the outstanding services which the railways and the wide range of industries associated with them has performed in furthering the war effort, it is not surprising that the King's Birthday Honours List should contain the names of a number of persons of interest to readers of *The Railway Gazette*. Surprise, indeed, may be expressed that they are so few, but it is probable that recognition of the part which has been played by railwaymen will come in greater abundance when full success has crowned their efforts. In the recent honours list Mr. Eustace James Missenden, General Manager of the Southern Railway Company, receives the well-merited honour of Knighthood. It was a happy coincidence that Mr. Missenden's honour should be announced at a time when once again the Southern Railway was in the vanguard of movement of Allied troops back to the Continent of Europe. This was a fitting corollary to the vital role of the same railway almost exactly four years ago, when it performed prodigies of organisation in the evacuation of our troops at the time of Dunkirk. Among other knights is Mr. Harold Leslie Boyce, M.P., Chairman & Managing Director of the Gloucester Railway Carriage & Wagon Co. Ltd. Mr. R. J. Inglis, Divisional General Manager, L.N.E.R., receives the C.I.E. for services he rendered during his recent visit to India. A list of the honours of railway and industrial interest is given on page 625.

Travel Permits or Points for Travel?

In reply to a Question in Parliament on June 7 the Parliamentary Secretary to the Ministry of War Transport stated that the introduction of a permit system for train travellers would require the creation of a huge organisation and an increase of staff out of all proportion to the advantages which would be obtained. In reply to a further Question by Mr. Higgs, who said that other commodities far more difficult to ration than travel had been rationed, Mr. Noel-Baker replied: "I think that very few people now travel for fun. No one has yet succeeded in devising a permit system for railway travel. If my hon. Friend can do so, I should be very glad to consider it." Obviously the introduction of a permit system for every individual journey would involve "the huge organisation" so beloved by civil servants. But we still think, as we have said on previous occasions, that a simple means of travel rationing could have been instituted by making it obligatory to surrender one or more of the "Personal Points" in the ration books when purchasing a railway ticket. At holiday times extra "Points" would be required. Obviously "Points" would not be necessary for season tickets. Thus the only "organisation" required would be an office and staff for the issue of extra "Travel Points" to M.P.s. and to the staffs of Government Departments and firms engaged on war work.

Traders and Railway Charges

The Traders' Co-ordinating Committee on Transport, a national body consisting of some 70 associations, has issued a statement dealing with the suggestion that the rise in working costs may be reflected in higher railway charges. The Committee declares that this is essentially a matter which can be dealt with only when plans for post-war transport as a whole are under review, and that it would be unfair and inimical to the public interest at the present time to prejudice the issue by imposing further burdens on users of the railways. We dealt with the problems arising from the wartime increase in working costs and the possibility that ultimately these would have to be reflected in charges in our May 19 issue. Since then, *The Financial News* has suggested that the railways, after the war, may press for higher charges to yield more than the standard revenues laid down in the Railways Act, 1921, in order to offset the new and higher price level likely to be established after the war. The standard revenues, it is argued, are based on the 1914 price level, and that as in an ordinary business the ultimate effect of a new general price level is to increase the monetary yield, some similar provision should be made for the railways.

Wartime Transport Changes

Ever since wartime conditions have resulted in changes in travelling amenities, the subject has attracted considerable attention in the press, not only by more serious writers, but also by the humorists and cartoonists. The last-named, in particular perhaps, have found considerable scope for the exercise of their skill in wartime travel restrictions. Lately, the cancellation of trains without notice has been greeted with a good deal of humorous drawing. In "The Scrap Heap" this week we reproduce an excellent example of this from the *Sunday Dispatch*. It is very seldom that the cartoonists' butts at the railways are other than good-humoured, but, nevertheless, there is

an element of danger in the ridicule to which the railways are subjected. Moreover, the cartoon we reproduce contains a warning which cannot be, and indeed is not, overlooked by responsible railway authorities. There can be no doubt that the public is not much concerned with consideration of the fact that wartime travelling inconveniences, to which it is subjected, do not originate with the railway companies but are imposed on them by the Government, through the Ministry of War Transport. The public, indeed, often enough is not aware of the fact, and, if it is, it is not conscious of it.

The Danger of Loss of Goodwill

What the public is acutely conscious of is the inconvenience, irritation, and sometimes loss to which it is subjected as a result of railway services undergoing considerable changes from their peacetime high standard. After the war public memory is likely to be keener in the matter of the discomforts and disabilities it has had to endure than in its appreciation of the outstanding services which the railways have performed at a time of grave crisis, and the whole outlook towards the railways may be coloured by these recollections. In the past four years many people have been using the railways regularly for the first time, and it is perhaps particularly unfortunate that the impression they gain should be so unfavourable. Mr. F. A. Pope, then Chief Commercial Manager of the L.M.S.R., at the end of last year warned members of the staff of that railway of some of the changes inherent in the current position. In a message in *Carry On*, the staff news letter, he urged them to remember the value of good relations with the public, and in particular deprecated any tendency to excuse deficiency in railway transport by reference to such phrases as:—"There's a war on." He suggested that every opportunity should be taken to endeavour to explain to travellers and traders why peacetime standards of transport could not be provided.

The Fate of Green Line Traffic

An interesting feature of wartime passenger traffic in the Greater London Area is the fate of the Green Line coach traffic since the services were withdrawn on September 29, 1942, for it appears that about one-half of the passengers have ceased to travel. In other words, out of every 100 former travellers by coach, 50 are not availing themselves of any of the alternative means of transport provided by the main-line railways, the London Transport railways, country buses, or buses in the inner area. It is not possible to make a precise analysis of the coach traffic which has found its way to other forms of transport, for many factors tend to confuse the picture, such as, seasonal fluctuations, variations in residence, direction to industry, and changes of employment by reason of war circumstances. Nevertheless, traffic information indicates that rather less than one-fifth of the Green Line passengers appears to have transferred to the country bus services; about one-tenth to the Central Area bus services; and somewhat less than one-tenth to the main-line railways. The diversion to trams and trolleybuses and to the Underground railways is negligible. Local bus services have been strengthened to fill, in some part, the gap left by the withdrawal of Green Line coaches, but the additional bus mileage is small compared with the net saving of 11½ million vehicle miles a year which the withdrawal of the Green Line secured, together with large-scale economies in fuel and rubber, and in man-power.

Co-operation with Municipal Transport

Although the bus services of the Yorkshire Woollen District Transport Co. Ltd. do not cover a large area in comparison with other railway-associated companies owning fleets of equal size, the company has co-ordination agreements with no fewer than 10 municipalities and 18 companies. These agreements provide for joint through services, equality of fares, inter-availability of tickets, and other arrangements for the benefit of the travelling public. Referring to this at the recent annual general meeting of the company, Mr. J. S. Wills, the Chairman, said that since 1930, when the road passenger licensing powers of municipalities were taken over by the Traffic Commissioners, there had been no quarrel in the road passenger transport industry between municipal enterprise as such and private enterprise as such. Each had come to recognise the merits of the other. Each had its special function, and, although there might be a small amount of overlapping in some districts, company and municipal operators had been sufficiently imbued with the ideal of service to their patrons to co-ordinate their activities in the public interest. Some trade unions favoured the nationalisation, or even inter-nationalisation, of transport as part of their political outlook, and he believed that some of their officials genuinely thought that the larger the bureaucracy or unit, the greater would be the enthusiasm and effort put into his work by the employee. Personally, he did not believe

human nature worked that way. In his opinion, some of the transport units in this country were too large already, and it would be a positive disadvantage to the public to make them any larger.

Damage to Firms on War Production

The Emergency Services Organisation of the Ministry of Aircraft Production, through its local reconstruction panels, is responsible for facilitating the restoration of production of all firms engaged on work for the Admiralty, Ministry of Supply, and Ministry of Aircraft Production, after damage by enemy action, civil fire, explosion, or accident. Recently, the Ministry has been concerned at the delays in informing the authorities of damage sustained, despite the constant endeavour of the department to make clear to all concerned the urgency of reporting, and the procedure to be adopted when damage of this kind occurs. Panels exist in every area in Great Britain and Northern Ireland, and they are able to render great assistance in facilitating the restoration of production. They also form the official channels for the report of damage to the appropriate Production Departments, to which the earliest possible notification is imperative. Any firm not acquainted with the address of its appropriate panel may obtain this information on application to the Emergency Services Organisation, Ministry of Aircraft Production, Millbank, S.W.1.

Swedish Railway Improvement Programme

The extensive programme of railway improvement in Sweden, including double tracking, which was planned in 1938 on a 20-year basis, has been delayed by war conditions. However, it is hoped now that the following lines will be ready for double-track traffic during the coming two years: Flen-Skebokvarn, 4 miles; Palsboda-Hallsberg, 9 miles; Skövde-Falköping, 19 miles. The State Railways Administration has proposed that the Almedal-Kungsbacka, Örebro-Frovi, and Ockelbo-Bräcke lines be considered for rebuilding with double tracks to permit trains to attain a maximum speed of 75 m.p.h., against the present maximum of 56 m.p.h. Electrification of the Östersund-Järpenis line is expected to be completed by 1945, and thence to Storlien (on the Norwegian frontier) in 1946. Immediate projects planned are the completion of electrification of the East Coast line, together with the Harnösand-Längele section, and the Kilafors-Söderhamn, Hudiksvall-Ljusdal, Boden-Haparanda, and Karungi-Overtorneå branches. Other post-war work now being considered includes the modernisation of railway stations, the provision of new equipment, and additional double-tracking work. A committee of seven has been appointed to investigate the question of the conversion of narrow-gauge State railways to standard-gauge track.

Eliminating Level Crossings

A motion is now under consideration by the Roads Committee of the United States House of Representatives, that Congress should appropriate a sum of \$3,000,000,000 to finance a post-war programme of highway reconstruction. Among those who have given evidence before this committee has been Judge R. V. Fletcher, Vice-President of the Association of American Railroads, who has claimed that at least 20 per cent. of any sum so authorised, in response to public demand for better roads, should be devoted to grade separation work for the elimination of level crossings of railways over highways. It is estimated that there are 6,000 points in the United States where grade separation is needed; 1,700 more where existing separations need complete reconstruction; and 8,200 crossings where signal protection should be provided. Assuming an average expenditure of \$100,000 on each separation, \$75,000 on each reconstruction, and \$3,000 on each signal installation, the aggregate cost of the suggested work would be about \$750,000,000. Judge Fletcher made it clear, however, that this claim must not be regarded as an approval by the railways of the entire highway reconstruction programme, which would, in effect, be a subsidising of one mode of transport only, and a departure from the United States principles of equality of treatment. To what extent the Federal Government would assume financial responsibility for the road improvement scheme, or would leave it to individual states, is not clear as yet.

Train Orders by Photo-Telegraphy

An example of the way in which the rapid growth of telecommunication science is placing improved facilities at the disposal of the American railways is seen in the adaptation of the process of photo, or facsimile, telegraphy to the transmission of train orders. In this process a written message is inserted in a transmitting apparatus and an exact reproduction is made in the receiver located at the distant point. The process can be repeated, and a number of copies made. This is usually effected automatically, after setting a pointer on the transmitter to the number desired. As the receiver is a purely automatic device

it can be placed at any point along the line, say at "blind sidings"—unattended crossing loops—or at stations, for use more especially at times when a telegraphist is not on duty. In this way orders can be delivered ready for trainmen to take up and the fact that they are present can be indicated by an automatic control over a train order signal. The advantage of this arrangement over calling the trainmen to a telephone for orders is that it ensures their getting a positive written instruction, just as if they had been addressed through an operator in the more usual way, with the further assurance that the instruction they receive is as it is written by the dispatcher, excluding error in transmission.

Baldwin's 70,000th Locomotive

A notable production record was reached by the well-known American firm of Baldwin in December last, when the 70,000th locomotive built by the firm emerged from its Eddystone plant in Philadelphia. Bearing the running number 2737, the engine is one of the familiar "austerity" 2-8-0s, of which such large numbers are now at work in Great Britain and other parts of the European war theatre. From the time when Matthias Baldwin turned out his first locomotive—*Old Ironsides*—in 1832, 57 years were to elapse before the 10,000th locomotive made its appearance from the Eddystone plant in 1889. Thirteen years later the 20,000th was turned out, in 1902, and from then onwards the average was nearly 2,000 a year for fifteen years, the 30,000th appearing in 1907, the 40,000th in 1913, and the 50,000th in 1918. After the last war the pace of production slowed down, though the average size and power of the units produced increased unceasingly, and it was not until March, 1926, that the 60,000th Baldwin locomotive was turned out. This was an experimental three-cylinder compound, with water-tube firebox and other experimental features, which after exacting tests on a number of railways was placed in September, 1933, in the Franklin Institute Museum in Philadelphia. Due to the severe depression, it has taken eighteen years for the Eddystone Works to proceed from its 60,000th to its 70,000th locomotive.

Ministry Seat Reservation Scheme

PASSENGERS who have become familiar with the black and white "Not for public use" labels on compartments reserved for the use of H.M. Forces, and certain classes of civilians, such as Cabinet Ministers, couriers, judges, and invalids, witnessed last week a further encroachment on their already limited prospect of a seat, by the appearance of a new label "Reserved—Official" in red and white lettering on some first class compartments of certain principal main-line trains. The reason for the innovation, we understand, is that in view of the progressive restrictions in passenger-train facilities which are likely to become necessary during the coming months, and the resultant increasing pressure on the accommodation remaining available, the Ministry of War Transport has decided to extend the arrangements whereby it allots all sleeping berths in order of priority of importance of the journey, to cover the reservation of a limited amount of first class seating accommodation on certain of the principal trains.

The procedure is that if a person has to make a journey of the utmost importance which cannot be postponed and desires to travel by one of the nominated trains, he applies through the appropriate Ministry on whose behalf he is travelling for a seat to be allotted to him. These requests are passed to the Ministry of War Transport, which allocates the available seats in order of priority according to the purpose of the journey. If successful, the applicant is instructed to call at the stationmaster's office at the starting point of his journey, 45 minutes before the departure of the train, where he is given a priority admission ticket. One first class coach is reserved for such priority passengers and the production of the ticket will ensure the holder obtaining a seat in the coach, although not a particular seat, as the seats are not numbered. Fifteen minutes before the advertised time of departure the red and white labels are removed, and the coach is thrown open to the general public.

Previous advice is given to the railway companies of the number of priority passengers entitled to travel by each train, so that the special label may be confined to the number of compartments required; the maximum number is one coach. The arrangements at present are in operation only in respect of the bookings from terminal stations on one main-line train daily in each direction between London and the most important centres in the provinces and a full list of the trains is shown

on page 626. It is understood that the facility may be extended to other trains should experience render such a course desirable.

Administrative Tribunals

IN our issue of March 24 we reported the death of Mr. Joseph B. Eastman, Director of the Office of Defense Transportation, U.S.A., and commented on his long experience of public affairs. On February 17, just before he became ill, Mr. Eastman addressed the practitioners before the Interstate Commerce Commission on the subject of governmental administrative tribunals. In his usual incisive style he laid down the principles which should be observed in conducting the work entrusted to the American bodies carrying out functions discharged in this country by the Ministry of War Transport, the Railway & Canal Commission and the Railway Rates Tribunal. Mr. Eastman's remarks were so much to the point that we think it worth while to give a summary of the report which appears in our contemporary, the *Railway Age*, of March 25.

(a) Administrative tribunals like the Interstate Commerce Commission are necessities. To be successful, they must be masters of their own souls and known to be such. They must not be under the domination or influence of either the President or Congress or of anything else than their own independent judgment of the facts and the law.

(b) An administrative tribunal has a broader responsibility than a court. The policies of the law must be carried out. If in any proceedings the pertinent facts are not fully presented by the parties, it is the duty of the tribunal to see that they are developed. A complainant without resources to command adequate professional help should be given such protection. The tribunal should also be ready to institute proceedings on its own motion, whenever constructive enforcement of the law so requires.

(c) There is no safe substitute in the procedure of the tribunal for full hearing and argument of the issues.

(d) The decisions of the tribunal should present succinctly the pertinent facts and the conclusions reached, but should also state clearly the reasons for the conclusions.

(e) It is not necessary for the members of the tribunal to be technical experts on the subject-matter of their administration. The important qualifications are ability to grasp and comprehend facts quickly, and to consider them in their relation to the law logically and with an open mind. Zealots have their value before a tribunal, but not on it.

(f) Moral courage is a prime qualification. The thing that takes courage is to make a decision or take a position which may react seriously upon the one who makes or takes it.

(g) One of the great dangers in public regulation by tribunals of business concerns is the resulting division of responsibility, as between the regulators and the managements for the success of these concerns. Sound public regulation was important, but must not be allowed to kill constant, unremitting enterprise and initiative in management.

Mr. Eastman added that sitting in dignity and looking down on supplicants from a judicial bench had its dangers; it had been his fortune to appear frequently before many committees and this reversal of position had been all to the good. Throughout his speech was as candid as it was thoughtful and it may be quoted freely in the course of future debates on the jurisdiction of governmental tribunals.

Railway Traffic Volume and Costs

AN important factor in the nation's post-war economic prosperity, which does not always receive the prominence it deserves by the many bodies engaged in the formation of plans for after the war, is the means whereby the goods it is proposed to create shall be distributed. Unless manufactured goods or raw materials can be speedily and economically moved, they have little value. So far as concerns the export trade, to the rebuilding of which attention is increasingly being devoted, the cost of transport is of considerable moment. Despite the growth in recent years of road transport and the hopes which are pinned by some on the development of civil aviation after the war, the railways remain the backbone of the commercial transport in this country, and if they are to continue to serve the nation in peace as they have in war, it is essential that they should be assured of a reasonably high level of traffic in the post-war years. Although the abnormal traffic now passing on the railways may not continue at this high level it is at least essential that the

general volume of traffic should be considerably greater than it was in the period from grouping in 1923 to the outbreak of the present conflict.

Mr. George Mills, Divisional General Manager, Southern Area, L.N.E.R., has contributed an article to the June issue of *The Fortnightly Review*, in which he deals at some length with the use made of railways and the charges exacted for it. He points out that employment in the railway world does not altogether provide a straight comparison with that in the productive industries. The greater number of passengers in a train, or tonnage in wagons, the more profitable is the result, as is the case with the maximum use of machinery in a workshop, and the common denominator between production and service is to make the greatest use of capital assets. The difference, however, is that transport agencies must wait until industrial organisations receive their orders before they can function in the haulage of the raw materials and the finished products. Transport, too, plays its part in increasing production in the rate which it charges for conveyance, and many contracts have been obtained by the willingness of the railway to quote rates which alone enable the commodity to be marketed. Before the war of 1914-18 Great Britain was in the forefront of industrial nations, a position which could not have been achieved without a railway service which was not only efficient in its operation, but was guided by sound commercial principles and a broad-minded conception of national economic requirements. Millions of exceptional rates have been put into operation for the sole purpose of enabling the traffic to pass.

Just as industrial goods can be provided only if the manufacturer obtains a price which makes it profitable to produce them, so those who produce the service of transport must obtain a remunerative rate. Mr. Mills shows how the growth of road transport, with the road hauliers' concentration on carrying the traffic paying the higher rates, has led to a stage at which, if the process continues into the post-war period, the bulk of the railway revenue may be obtained from the carriage of the heavier commodities which can afford to pay only the lowest rates. He doubts whether an efficient railway service can be maintained on this business alone, and whether our larger industries, such as the coal, iron, and steel trades, are alive to the possible serious results to the railways which helped to create their business and are necessary to maintain it. Will these industries be able to keep their trade if the railways are compelled to increase the price of hauling their raw materials? It is this phase of the transport problem that impinges on future national employment, not only on the railways, but in the business of the heavy industries. To avoid charging more for essential raw materials, the railways must not be prevented from carrying a large volume of the general trade of the country as well. In the post-war world it may be possible for a time for good trade to be unaccompanied by railway prosperity. A careless or indifferent or unforeseeing Government may deal a heavy blow to the railways as did its predecessors after the last war.

Assuming that the railways in the national interest cannot be allowed to become inefficient and that the road industry, and all that it involves in direct and indirect employment, should have scope to develop, Mr. Mills maintains that the interests of road and rail are not necessarily opposed. He believes that the co-ordination of road and rail would enable the nation's transport to be conducted by the most suitable and therefore the cheapest method of transport. It ought to be possible, he says, to establish a scale of rates which will adequately remunerate the transport agency, and at the same time encourage traffic to flow, but he contents himself with stating the problem and does not indicate how a common interest between road and rail is to be brought about.

U.S.A. Railway Control in War

IN view of the avowed policy of the U.S.A. Government to foster private enterprise, it is perhaps less surprising than would otherwise be the case to find that a member of the Transportation Unit of the Bureau of Foreign & Domestic Commerce should write in favour of private operation of railways, as preferable to Government operation, and to point out that the remarkable performance shown by the U.S.A. railways during the present war is in marked contrast with that of the last war. In 1917, traffic congestion became so serious that emergency action was necessary to assure the continued flow of war goods, and, through the United States Railroad Administration, the Government took control of the railways at the beginning of 1918 and operated them for more than two years up to March 1, 1920. It should be borne in mind that the situation in 1917 was not the fault of the railway companies. Priority orders to expedite the transport of materials had

been issued indiscriminately by various Government departments, and the railways were not in a position, under private operation, to determine relative importance. It was this which resulted in the serious traffic congestion. Re-routing of traffic, to secure greater efficiency would have affected adversely the earnings of some railways, and the Sherman Anti-Trust Law prevented the pooling of revenue and facilities to relieve inequalities. In addition, an unusually severe winter in 1917-18 tended to retard railway working.

A combined result of these influences was that approximately 180,000 loaded wagons above the normal were immobilised on the eastern railways at the beginning of 1918. By September of that year the entire number had been released, and it would be easy for advocates of Government operation to use these facts to support false conclusions. We therefore welcome the authoritative pronouncement in the Government journal *Domestic Commerce* that the conditions which resulted in Government control and operation during the last war have not been present during this war. The Car Service Division of the Association of American Railroads works in close co-operation with the transport chiefs of the Armed Forces, with war factories, and with other important dispatchers of goods. The Port Traffic Section of the Car Service Division was organised in 1939 to regulate the volume and timing of traffic flow into port areas, and, as a result of its activities, and the permit system instituted by the Office of Defense Transportation, all American ports have been kept free from congestion during this war.

Twice as much export traffic is being handled as was the case in 1918, when the class I railways worked 405 thousand million revenue ton-miles of goods service, and about 43 thousand million revenue passenger miles. In 1942, with 34 per cent. fewer locomotives, 25 per cent. fewer goods wagons, and 26 per cent. fewer passenger vehicles (including Pullmans), the ton-miles and passenger miles rose to 638 thousand million and 54 thousand million. Final figures for 1943 are not yet available, but they are estimated at 725 thousand million ton-miles and 88 thousand million passenger miles. Of course, the unit capacity of equipment is considerably higher than it was a quarter of a century ago; new locomotives are faster and more powerful, modern goods vehicles have greater carrying capacity, and wooden passenger carriages have been replaced in many instances by lightweight all-steel stock. Heavier rail has been laid; roadbeds have been improved; and automatic signalling has been extended.

Many comparable facts have been published in our columns recently, although some of the figures quoted above are the latest to reach this country. The principal interest is in the fact that these are quoted by a Government office to justify private railway operation rather than Government operation. The main Government "intervention" is through the Office of Defense Transportation which was established on December 18, 1941, "to insure maximum utilisation of the domestic transportation facilities of the Nation for the successful prosecution of the war." This office has issued Orders requiring capacity loading of goods vehicles, and, in conjunction with the Interstate Commerce Commission, it has established a system for diverting goods trains from any congested railway in the country, and re-routing it over a less congested one. Nevertheless, the practical operation of the country's railway system continues to be planned by railway executives. The Association of American Railroads controls the use and distribution of vehicles, and its Military Transportation Section handles all matters concerning the movement of Service personnel and material.

The Training of Civil Servants

IN February, 1943, a committee was appointed under the chairmanship of the Financial Secretary to the Treasury (Mr. Ralph Assheton, M.P.) to examine the general question of the training of civil servants, including the question whether a staff college should be established. After hearing 22 witnesses and collecting memoranda from Government departments, banks, business firms and other bodies, the Committee submitted its report* in April last and we hope that it will not be pigeon-holed. The Committee has discharged a difficult task with the lofty aim of assisting state servants "to obtain and maintain the wider outlook, greater adaptability and the technical knowledge which the State service will call for in the years that lie ahead." We propose to review its proposals for dealing with the three basic grades of civil servants as our railways are the only industry in the country employing clerical, executive and administrative staff in numbers which are comparable with the thousands of employees in the Home Civil Service. A secondary

* Report of the Committee on the Training of Civil Servants. Cmd. 6525. H.M. Stationery Office, London. 6d.

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reason for discussing the report is the statement of the Committee that, "although there are notable exceptions, neither inside nor outside the Service has there been much systematised post-entry staff training in peacetime." We hope to show that the railway companies had in force before the war methods of training suited to their distinct needs and are not likely to find much in the Committee's suggestions which will be new to them.

Recruits to the general clerical grade of the Civil Service join at the age of 16 to 17. The Committee wishes them to have for a start a short reception course on office methods and the functions of their department. For the next stage training of the type given in the station accounts schools and classes of the railway companies is thought desirable for many of the clerks. Stress is also laid on the need for transferring clerical staff from one job to another, as has been the general practice in the railway service.

The 5,000 civil servants in the general executive class have entered the service at the ages of 18 and 19. They perform the work of the accounting, contract and supply departments and duties connected with surtax assessment, national health insurance and similar subjects. The Committee says that no arrangement exists for allocating these men according to suitability. Naturally, the need for a change in this respect is indicated and emphasis is laid on the advantages of movement from branch to branch in the early years of service. The Committee also mentions

- (i) vocational lectures to give the theoretical background required for particular duties;
- (ii) the furnishing of information to the staff about departmental work;
- (iii) the publication of monthly staff magazines; and
- (iv) the use of films for training purposes.

All these devices have been tried on our railway systems. Some railway educational schemes necessarily have been suspended during the war, but certain schools of instruction in subjects like accounts, signalling and operating methods have been extended to provide for the intensive training of staff to meet the exigencies of the emergency.

Most important of all is the administrative class consisting of over 2,000 civil servants recruited from candidates of University Honours standard at the ages of 20 to 24 and by internal promotion. These men are concerned with high policy and with the departmental management of the Public Service. The Committee recommends that each administrative cadet should receive a course of general training to familiarise him with the functions of the various departments and their relations with the public. Methods of work, the drafting of documents and the interpretation of statistics are examples of subjects for lectures or reading and discussion classes. The new entrant would also begin to handle live work from the outset and should have the advantage of "tutorial" talks with experienced officers of various ranks to broaden his outlook. When the cadet is transferred to a full-time post, he should be moved round and never be left for more than two years in any one branch. In the case of departments with a regional or divisional organisation, the Committee thinks that an Assistant Principal will be all the better fitted in time for promotion to Principal if he is sent out from headquarters "to do a real job of work in the 'field' and to shoulder responsibility." The Committee rejects the idea of a Staff College. Instead, it proposes that a Training Officer should be appointed in each large department and be responsible to the Principal Establishment Officer for carrying out the measures which the Government decides to adopt. The Treasury it considers, should exercise general control and guidance over the whole of the Home Civil Service through a carefully chosen officer who might be styled Director of Training & Education.

For many years it has been the practice of the main-line railway companies and the L.P.T.B. to select for special training a limited number of young men who hold good University degrees and seem likely to make a success of railway business. Equal opportunity for all-round training is open to young railwaymen who have joined the service as ordinary clerks and have shown outstanding promise. The course of training, which usually occupies three years, is exacting and as a rule involves experience in stations, in marshalling yards, at docks and in district offices as well as tuition at headquarters. The training is supervised by senior railway officers who take a keen interest in the progress of the traffic apprentices, as the young men are often called. One or two companies, we believe, have appointed educational committees, consisting of head and district officers, to direct the work of the apprentices assigned to particular areas. This arrangement has the advantage of giving to a number of officers a first-hand knowledge of the qualifications of the young railwaymen who will be eligible for promotion to the higher posts in the service later on. It also knits the training closely to the general working of the departments: there might be some lack of touch and loss of sympathy if education were placed in the hands of a separate specialist.

The Committee concludes its report with a reference to the training of men holding, or about to hold, high posts in the Civil Service. Men of this stamp, it is stated, would benefit from a change of environment when they are in the early thirties. Some of them might gain touch with outside business by visits and periods of observation. Others might be seconded for a spell to a local authority. Again, it is suggested that selected civil servants should be granted leave with pay to pursue an approved course in, say, social science, economics and statistics. A further possibility, which the Committee strongly commends, is to give selected officials an opportunity to travel abroad to study aspects of public administration likely to be of value.

We heartily agree with these proposals of the Committee and hope that effect will be given to them. It is gratifying to know that in this matter also the railway companies have not been behindhand. Many railway officers have benefited in the past from visits to the Continent, the United States and Canada. They have come home with minds refreshed and more receptive of new ideas. Our only criticism on the railway companies' policy in sending their officers abroad is that the time allowed for some of the tours of inspection has not been long enough. It will be a happy day when these trips can be resumed and we hope that the officers who are fortunate to go on them will be allowed ample opportunity for an unhurried study of transport conditions in the countries visited.

A "Hudson" Railway Centenary

ON June 18, 1844, two years after obtaining its Act, the Newcastle & Darlington Junction Railway opened its 27 miles of main line, thus completing the last link between London and Gateshead. This run of 303 miles, via Rugby, Normanton, and York, traversed the lines of the London & Birmingham (83 miles), the Midland (112 miles), and the York & North Midland Railway (24 miles), before reaching York, and four others beyond—adequate evidence of the need for the Railway Clearing House. The next longest possible rail journey was Euston to Lancaster, 238 miles, with the Paddington to Exeter broad gauge following with 194 miles.

A special train left Euston on the opening day at 5.3 a.m., with the L. & B. Chairman, and reached Gateshead at 2.35 p.m., an average speed of 37 m.p.h. allowing for stops, in ample time for (quoting a contemporary account) "the sumptuous dinner with wines of the best description" at which he was joined by the Newcastle & Darlington Junction Chairman, George Hudson.

The Great North of England Railway had obtained an Act in 1836 for a line from Darlington to Gateshead, and one in 1837 for one from Darlington to York, but, because of financial difficulties, this company dropped the northern part of its proposal in 1841, and thus presented ambitious Hudson, then Chairman of the York & North Midland Railway and a Director of the North Midland, with an opportunity to extend his power. The Newcastle & Darlington Junction line was the result. To reach Gateshead, however, four other existing lines (three small) were involved, but, by the opening date, "King" Hudson, stimulated by his Midland amalgamation triumph, had purchased the Durham Junction line, and the Brandling Junction and Pontop & South Shields Railways followed in 1845 and 1846 respectively.

After some rather shady dealings concerning the G.N. of E. (York to Darlington) in 1845, this line was absorbed in 1846, when the Newcastle & Darlington Junction became the York & Newcastle Railway. Hudson's still growing ambition brought further extension, and the company's name was changed to the York, Newcastle & Berwick in 1847, and, as such, it was the main partner in the fusion of 1854 which formed the North Eastern Railway.

Although in 1844 this Midland and East Coast Route had the advantage of 65 more miles of line in use than the West Coast route, the latter was the first to afford continuous rail communication from London to Edinburgh and Glasgow (on February 15, 1848), as the Tyne and Tweed bridges held up Hudson's route until a few months later. Euston remained the terminus for both routes until the Great Northern temporary station at Maiden Lane was opened in 1850. Incidentally, Hudson's dealings with the G.N. of E. made history. On the one hand, had his attempts to lease this line in 1845 been successful, the subsequent development of the railway system might have been vastly different, as the Midland Railway was intended to be a party, as well as the York & North Midland and the N. & D.J. On the other hand, the financial side of the later purchase was eventually one cause of Hudson's downfall.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

New Montreal Station, C.N.R.

Canadian Pacific Railway Company,
Trafalgar Square, W.C.2. June 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I wonder if I, as an old Montrealer, could point out a slight inaccuracy in your editorial reference to the new station. You say there are only two bridges across the St. Lawrence. There are actually three, if you include the New Harbour Bridge which, although not carrying railway tracks, is actually far larger than the two mentioned. At the back of the island of Montreal, where the river is not the St. Lawrence but the Ottawa, there is a number of railway and traffic bridges.

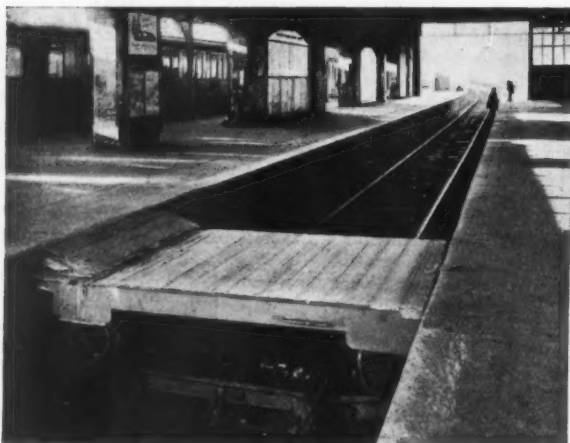
Yours faithfully,
C. W. STOKES,
Publicity Agent

Movable Platforms

London & North Eastern Railway,
H.Q.1 (via Hitchin). May 31

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—To supplement the page of photographs of movable platforms at L.N.E.R. stations in East Anglia which you pub-



lished in your issue of May 26, I have pleasure in sending you an illustration of another such platform which this company possesses, namely, that at Malton Station, Yorkshire. It provides the only access to the island platform.

Yours faithfully,
GEORGE DOW,
Press Relations Officer

Repairing Railway Wagons

Charles Roberts & Co. Ltd.,
Railway Wagon Works,
Horbury Junction,
nr. Wakefield. June 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have read with great interest the article by Mr. Lovatt Williams, which you published on April 28 last, and also the letter from Mr. T. R. Howard, in your issue of June 2.

The repairing of the railway companies' wooden wagons is a matter which I am quite certain they have well in hand, but that is an entirely different question to the repairing of privately-owned wooden wagons, for obvious reasons, which are well known to those who have any real knowledge of the subject, and I do not propose to enter into that case here, as it would take up far too much of your valuable space.

I would, however, like to point out that in my own practical experience, having been in the industry now for over fifty years, I am quite convinced that this costly business of constantly repairing wooden railway wagons will be satisfactorily dealt with only when this country sees fit to have its rolling stock constructed with British steel instead of foreign timber. On the face of it, whatever timber is used, even in peacetime, a moving structure subject to the treatment which is inevitable in railway traffic, is bound to give trouble sooner or later, and

generally sooner than later. As the wagon gets each year a little older, these troubles continue to develop.

So far, the result has been that these wooden wagons, in effect, are being constantly rebuilt a bit at a time, and the deplorable result, in my judgment, is that this country is now landed with a wagon fleet which, whilst certainly not worn out, is nevertheless, to a very large extent, obsolete. Practical men will know the justification of that statement. Now, with steel structures, and especially so far as the most important part of the vehicle is concerned, namely, the underframe, these constant repairs do not arise, and if any of your readers doubt that statement, they are welcome to come to these works at any time and I will undertake to show them evidence to support my contention.

My attention has been called recently to some wagons which have steel underframes and which have been running for sixty years, and which are still quite good. During that period I venture to suggest that no new members have been introduced into those underframes. The Great Western Railway adopted a steel wagon-building plant over forty years ago at Swindon, and I think it will be generally agreed now that other railway companies are tending to work on the same lines.

I am not concerned whether wagons in this country are built of wood or steel, but I am concerned to set forth the truth as I have found it in my practical experience, for the benefit of those who may be interested in what is a subject of the utmost national importance.

Yours faithfully,
DUNCAN BAILEY,
Chairman

The Rating of Railways

Estate & Rating Office,
Southern Railway,
"Sitka," Chislehurst. June 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have read with interest the article on the above in *The Railway Gazette* of June 2, p. 564, but unlike your publications generally a number of errors have crept in.

The 12th line in the first paragraph seems to have got lost and a line from the previous column has got into its place. However, these mistakes will happen, but the following errors are a different sort:—

1. The last line on p. 564 says "the four groups paid a total of £16,485,000 in rates," but is not this the assessment on which they paid, as shown in the first column of the concluding table?

2. In the last paragraph of the first column on p. 565 you give the figure of £2,180,000 as appearing in the draft Southern Railway roll but the figure was £2,250,000. The £2,180,000 was the figure in the completed roll. Therefore, the aggregate for the four companies' draft roll was £13,550,000. The figures in the third column of the concluding table are also correspondingly inaccurate.

3. For the purpose of strict accuracy, the Southern Railway tenants' capital as determined by the Railway & Canal Commissioners was £27,610,697, not £27,610,690 as stated.

4. In the last column of the concluding table the figures relate to the third valuation (1941-1946) and not the "second valuation 1936-1941" as stated.

I thought you might like to know of these.

Yours sincerely,
A. ENDICOTT,
Estate & Rating Surveyor

[We are much obliged to our correspondent for pointing out the errors he mentions. The missing line should have read: "In the assessment of great public utility undertakings such as railways, waterworks, gas works, and the like." The corrections will be most valuable for future reference.

As to (1) the total of £16,485,000 certainly refers to the assessment and not to the rates.

Regarding (2) the mistake occurred through a misreading of the official report of the Assessment Authority.

With regard to (4) the figures for the second valuation roll should be:—G.W.R. £1,400,000; Southern Railway £1,150,000; L.M.S.R. £1,500,000; and L.N.E.R. £1,100,000—total £5,150,000.—Ed. R.G.]

"Strange Cargoes"

21, Briarfield Road,
Tyseley. May 29

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—You may be interested in a remarkable paragraph which appeared recently in *The Birmingham Mail*. The article was entitled "Strange Cargoes," and read as follows:—

"Members of the House of Commons laughed when it was suggested that instead of postponing annual conferences in deference to the railway companies' appeal for the avoidance of

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railway travel, delegates should go to the chosen rendezvous by canal boat. But there was a time when the suggestion would have been a perfectly reasonable one. This was before the railways had arrived, and the choice of the traveller lay between road and water conveyance. More than a century ago, in the 1830's, to be precise, what were known as fly-boats, drawn by three horses, carried on a regular service for the transport of passengers between Birmingham and Wolverhampton.

"The canals did not lack distinguished patronage. In connection with the erection of certain iron bridges over the canal in the Birmingham district, the great Duke of Wellington paid his only visit to the locality in 1830, and in company with Sir Robert Peel made a trip in the canal directors' state barge. In 1839, when the British Association held its annual meeting in Birmingham, the members made a boat excursion to Dudley to see the limestone caverns under Dudley Castle, which were illuminated for the occasion by 1,600 dozen candles. The 'manifest'—a sort of bill of lading—on this occasion ran: 'Draught 13 inches; weight 3½ tons; cargo; Philosophers.'"

Yours faithfully,

A. RICHARDS

Employment Policy

London, E.C.4
June 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—On June 7 the President of the Board of Trade told the House of Commons that the White Paper on employment policy had been received with remarkable friendliness in the press. What else was to be expected when the paper opens with the declaration that "the Government accept as one of their primary aims and responsibilities the maintenance of a high and stable level of employment after the war"? Your own editorial note of June 2 was, in contrast to other leading articles, restrained in its comments and, on a study of the report, one feels with good reason. The so-called proposals for the balanced distribution of industry and labour are little more than statements of what the authorities would like to happen. We are told that it will be their aim to help coal, steel, engineering and shipbuilding industries to secure overseas markets. Taking the quality of our goods for granted, the only way to get foreign orders is to reduce the price and, apart from some promised easing of taxes, the whole governmental policy tends to increase costs of production.

Again, the location of new enterprises is to be influenced so "as to diversify the industrial composition of areas which are particularly vulnerable to unemployment." Does the Board of Trade not appreciate that new enterprises often start as very small affairs? Some of the largest businesses in the country today began in small shops or factories and grew gradually to dimensions which their founders could not foresee.

There is the same air of unreality about clause 27 which states that the Government will improve communications (including docks and harbours, as well as roads and railways) in "development areas." Mr. Dalton enlarged upon this topic in his speech

to the House and referred to the new bridge across the Severn as being a high priority. The notion that, by multiplying transport facilities, full employment and prosperity can be brought to any area, is a fallacy.

Throughout the pre-war slump there was a surplus of transport available in the distressed areas. Empty dock quays and warehouses, idle cranes and coal hoists, surplus railway wagons and spare canal barges were the sure signs of the depression in industry. War traffic has brought much of that equipment, but by no means the whole of it, into use again, and of late years many dock and railway facilities have been extended for emergency reasons. The transport machinery in existence after the war will be ample for a heavy traffic of an ordinary peacetime kind. Additional works like the Severn Bridge may reduce transit times and transport costs for certain traffics, but will not by themselves create new business.

Many other clauses in the White Paper are open to criticism. On the other hand nothing but praise can be given to the Government's intention to establish a permanent central staff qualified to measure and analyse economic trends after collecting adequate statistics. It is most desirable that we should have an annual census of production with monthly figures of production and the other information tabulated in clause 83. The further proposal in clause 84 to provide a complete analysis of the country's total expenditure is also to be commended. Effect should be given to these clauses without delay.

Yours faithfully,

"STATISTICIAN"

Railways and Raids on Sofia

Mov. & Tn (P),
G.H.Q., M.E.F. May 2

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The following note on the simple, yet effective A.R.P. measures adopted by Bulgarian railway personnel might be of interest to your readers. The quotation is by a passenger through Sofia at the time of one of the March raids. The italics are mine.

"An alarm was sounded at 8.30 p.m., and the electricity was immediately cut off. In the ensuing confusion I noticed that the railway officials, instead of going to the shelters, ran in the direction of the tracks. Following them, I entered a train which left at once in the direction of Plovdiv, and which, as explained to me, was a special one for railway employees to escape from the town in the event of a raid. After travelling *at high speed* for about 30 km., the train stopped and returned to Sofia when it was evident that the raid was over. We returned to the station at 00.48 a.m., and shortly afterwards at 01.00 a.m. another alarm was sounded. I again took refuge in a train with railway employees, which this time *travelled at high speed* in the direction of Ruse. We returned to Central Station Sofia at about 7 a.m. on the next morning."

Evidently a question of "Keep the wheels turning!"

Yours faithfully,

C. T. POTTER,
Captain R.E.

Publications Received

The Works Engineer. By W. R. J. Griffiths and W. O. Skeat. London: Sir Isaac Pitman & Sons Ltd. 2nd ed. 8½ in. × 5½ in. vi + 364 pp. + folding charts. Price 21s.—The number of books covering the whole of the maintenance organisation of a works is remarkably few, though there are several publications which deal with specialised aspects of the subject. The authors' aim has been to bring, within one cover, a balanced and comprehensive series of chapters on the different sections of the work. Nearly all the material in this book comes from the technical files compiled in an actual office; likewise the numerous practical hints have the merit of having been actually tried before being recommended. With the phenomenal increase in the number of new factories during the present war, a very large proportion of which are large enough to justify the appointment of a works engineer whose sole duty is the maintenance of the plant and equipment, the book is proving to be of especial value; it is, indeed, this very situation which has created the need for a new edition. The second edition does not differ materially from the first, the chief

modification being the replacement of the section on street lighting by a new section dealing with fluorescent tubular lighting. As before, there are chapters on office organisation; steam; water, compressed air, and vacuum; electrical equipment; millwrighting; fans; safety precautions; factory buildings and their heating; as well as a quantity of miscellaneous information of use to the works engineer. There is also a good bibliography of technical and trade publications

The Thermal Technics of Steam Boilers. By J. Webster. (Mechanical World Monographs No. 16.) Manchester, 20: Emmott & Co. Ltd., 78, Palatine Road. 7½ in. × 4½ in. 66 pp. Paper covers. Price 1s. 6d. net.—Mr. Webster has surveyed combustion and efficiency considerations in some detail, with particular reference to stationary watertube boilers. Most of the text is concerned with calculations in these two directions, but there are also chapters on boiler performance and boiler proportions, with special reference to auxiliaries. Some treatment is given of the steam reserve due to the water content of boilers, and a final chapter explains the factors governing heat transmission. Several

interesting charts are given as folding plates, and the treatment is fairly full, without being unnecessarily academic. Our only serious criticism is the lack of sufficient contrast between paragraph headings and chapter headings. This aggravates the omission of both index and contents list, so that until one is familiar with the arrangement of the book and its scope, it is not easy to appreciate the relation of the different parts, and where to find the author's treatment of a particular aspect.

Diesel Electric Shunting Locomotives.—By V. Finegan, B.E. London: George Newnes Limited, Tower House, Southampton Street, Strand, London, W.C.2. 5 in. × 7½ in. 192 pp. 84 illustrations. Price 7s. 6d. Mr. Finegan has written this small book to meet the needs of railway engineers and operatives especially drivers, maintenance fitters, electricians, and others interested in the applications of diesel electric shunting locomotives. Many of the illustrations in the book have appeared in *The Railway Gazette Diesel Railway Traction Supplement*, to which acknowledgment has been duly made. We hope to publish a more detailed review in a later issue.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Post-War Air Policy

The Minister of Transport has announced that an international airport near Johannesburg, where aeroplanes of all descriptions may land and be serviced, and two national airports, one at Durban and one at Cape Town, are to be established under the Union's post-war aviation policy. The Minister stated that the Government intended retaining sovereignty over its own air space. Johannesburg was the obvious centre for an international airport, as normally it was concerned directly with 80 per cent. of all traffic to and from the Union. Although Johannesburg was the northern gateway to South Africa, Durban and Cape Town fulfilled similar functions as the main gateways to the Union from the east and south.

The Minister said that it was proposed to proceed with the construction of the two national airports without delay. They would be constructed by the South African Railways. They clearly represented a national affair, and had to be viewed not from the angle of the interests of any particular community, but in the light of the Union's needs as a whole.

Railways & Harbours Budget

In presenting the Railways & Harbours Budget for 1944-45 in the House of Assembly, the Minister of Transport, Mr. F. C. Sturrock, announced an expected surplus for 1943-44 of £522,000. He said that the days of substantial surpluses were over, and he was expecting a deficit of £486,000 in 1944-45 after providing for appropriations to betterment fund and superannuation and pension funds. The estimated revenue for 1944-45 was: from railways, £49,527,000; from harbours, £2,034,000; from steamships, £1,407,000; and from airways, £1,000; making a total of £52,968,000. The estimated expenditure amounted to £52,468,000, and was to be appropriated as follows: on railways, £48,524,000; harbours, £2,592,000; steamships, £1,297,000; and on airways, £55,000. The usual contribution of £487,000 was to be made to the pension and superannuation funds; £500,000 would be allocated to the betterment fund (instead of £1,000,000, as there had been an accumulation of funds resulting from wartime delays to many authorised works).

UNITED STATES

Steam Locomotive Orders

From the Lima Locomotive Works the Chesapeake & Ohio Railway has ordered a further 15 of the heavy-duty "Allegheny"-type locomotives, with the unusual 2-6-6-6 wheel arrangement, introduced a short time ago on this line and already in service to a total of twenty. These locomotives work heavy trains, chiefly of coal, over the mountain division of the line between Clifton Forge, Virginia, and Hinton, West Virginia; when necessary, however, they can travel at speeds up to 70 m.p.h. Length of engine and tender overall is 113 ft., and the weight in running trim, with 25 tons of coal and 25,000 gal. of water, is 514 tons. These engines already have greatly reduced double-heading.

The Baltimore & Ohio Railroad has taken delivery of the first of 20 Mallet locomotives now being built by the Baldwin Locomotive Works. These are the

heaviest and most powerful steam locomotives which have yet operated over the company's system, and will be used for working 2,000-ton trains without assistance over the Alleghenies.

Delivery has been completed by the Lima Locomotive Works of ten 4-8-4 locomotives to the Central of Georgia Railway; they are being used on fast passenger and freight trains over the Macon and Columbus divisions, such as the Southland, Flamingo, Dixie Limited, Dixie Flyer, and Seminole. Each of these engines has two 27 in. x 30 in. cylinders, 6 ft. 1½ in. driving wheels, 4,705 sq. ft. evaporative heating surface, 2,059 sq. ft. superheating surface, 90 sq. ft. firegrate area, 250 lb. pressure, 63,200 lb. tractive effort (at 85 per cent. boiler pressure), and a weight in working order of 200 tons, of which 116 tons ranks for adhesion. The 8-wheel tender, with 21 tons of coal and 13,000 gal. of water, weighs 110 tons. On express passenger service over heavy grades, these locomotives burn an average of 11.4 lb. of coal a coach-mile; on fast freight service the consumption is 100 lb. of coal for every 1,000 gross ton-miles.

New Passenger Stock

Now that the War Production Board has relaxed its ban on the building of passenger stock, some extensive inquiries for vehicles are in progress. The New York Central System is asking alternative prices for 25, 50, 75 or 100 64-seater coaches, for 25 to 50 56-seaters, 10 to 20 48-seaters, 30 other vehicles partly coach and partly baggage space, two baggage-dormitory cars, and from 27 to 35 dining, kitchen or grill cars of different types. The entire order may range, therefore, from 119 to as many as 237 new vehicles, and no Pullman or other luxury stock is included.

The Missouri Pacific Railroad, subject to the approval of the War Production Board, has placed with the Edward G. Budd Manufacturing Company an order for six lightweight air-conditioned coaches, with seating capacities ranging from 56 to 70.

ARGENTINA

Oil Wells in Córdoba

A press report from Córdoba states that petroleum has been discovered in the neighbourhood of Santiago Temple, a township, situated 70 km. from the provincial capital, on the State Railways (late Córdoba Central) branch between San Francisco and Alta Córdoba, near Río Primero Station, Central Argentine Railway.

Although, however, explorations are being carried out by the State Oilfields Administration in that area, so far there has been no official confirmation of a discovery of oil. As has occurred in the past, the erection of drilling equipment may have led to premature assumptions.

Representation of Administrative Staff

A Government Decree was issued on February 17 recognising the Union Ferroviaria as representative of the administrative staff of the railways. It may be recalled that in 1938 the Union, which till now has represented only staff below superintending grade (except in the case of drivers), carried out intensive propaganda to secure its recognition by the Government and the railway companies as the entity representing the railway ad-

ministrative staffs. In the same year, the companies recognised the Liga de Empleados Ferroviarios, a society composed exclusively of members of the administrative staffs, as the body representing such staff as was not represented by the Union Ferroviaria and La Fraternidad (the last-named represents footplate staff only). The recognition of the Union Ferroviaria by the Government means that there will be two organisations in existence to represent the interests of similarly-graded staff, the Liga de Empleados Ferroviarios and the Union Ferroviaria.

B.A.P.R. and San Juan Earthquake

Official recognition of the valuable services rendered by the Buenos Ayres & Pacific Railway in relieving and assisting the stricken population of San Juan after the earthquake of January 15 has been communicated to the General Manager of the company by the Director-General of Railways, Ministry of Public Works, in a letter which reads as follows: "I have pleasure in conveying to you our satisfaction and appreciation of the efficacious collaboration rendered by your company in the carrying out of the instructions given by the National Government for the relief, evacuation and shelter of the inhabitants of San Juan and neighbouring localities, rendered homeless by the earthquake which afflicted that locality on January 15 last. At the same time, I should like to emphasise the ready willingness shown by the entire personnel of your line in the work of operating the special services organised by the company in this emergency, particularly the staff of San Juan Station and of the Transport & Movement Offices of Buenos Aires and Mendoza, respectively, as also to acknowledge the co-operative assistance to my department in the task it had to undertake."

SWEDEN

Railway Schemes

A scheme, which was first discussed as long ago as 1870, for the construction of a railway from Ljusdal, in east-central Sweden, to Sveg, about 60 miles to the west, is again under consideration. It is proposed that a line ultimately should be built from Hede (in Sweden) to Rörös (in Norway), which would give through rail communication between the latter and Sveg as a line exists between Hede and Sveg. Ljusdal is a junction station on the electrified main line from Stockholm to the north, and Sveg is situated on the Orsa-Brunflo steam-worked line. It is stated to be doubtful whether the scheme will mature, in spite of pressure by local interests.

Another scheme under consideration is for a railway between Nyland, on the Härnösand-Sollefteå-Långsele branch of the Stockholm-Boden main line, and Mellansel, on that main line. The project would entail construction of a large bridge over the Ångermanälven River.

CEYLON

Improvement of Road Transport

To speed the solution of the transport problem, the Government of Ceylon proposes to send Mr. S. W. Nelson, Director of Transport, to India to arrange for the allocation and quicker delivery of motor vehicles to the island. The proposal has been approved by the Executive Committee of Local Administration.

It is proposed also to import 112 gas-producer plants for Government vehicles, and a supplementary estimate of Rs. 198,500 to meet the cost is to be introduced in the State Council.

Coal Handling Problems

Efforts to speed up the release of wagons

IN our March 10 issue Sir Ernest Lemon, President of the Institution of Production Engineers, and a former Vice-President of the L.M.S.R., suggested that coal silos should be used for storage at depots so that wagons might be more speedily released. It has been pointed out to us that one of the features opposed to the use of silos is that within silos coal cannot be mixed, unless the contents be sold as a mixed grade. The silo must therefore be emptied of one grade before it can be used for another sort. If, to quote Sir Ernest

Lemon, "27 different merchants are dealing with 20 different classes of coal from 150 different collieries," this would mean the erection of so large a number of silos in a yard that it would be impossible even to site them, apart from the very large constructional cost.

In an article by Mr. E. G. Garstang, M.Inst.T., District Goods Manager (Manchester), L.M.S.R., published in our June 16, 1939, issue, entitled "Terminal Handling of Fuel and Mineral Traffic," an explanation was given of a system

devised by Mr. Garstang for minimising labour and waste in unloading coal and all classes of similar traffics, such as roadstone, crude chemicals, etc., from wagon to road vehicle, and also effecting economy in connection with delivery units. The arrangements he devised incorporated the super-elevation of one or more of the sidings at the depot and the use of an adjustable system of apron discharge from wagon to road vehicle. The apron discharge system was at such a height that the vehicle to be loaded could be positioned beneath the spill of the apron and could receive the coal with a minimum of physical exertion. With that system it is possible to deal with the contents of each wagon,



General view of the layout involved in Mr. Garstang's system, showing super-elevated siding with road vehicle alongside being loaded

E spill plate extension for use during discharge (which is turned down, as shown on the right-hand spill plates during shunting); E¹ wing spill plate, left-hand; F top slide rail; G bottom slide rail; G¹ bottom slide rail support; (G, G¹ and F for movement of wing-plates); H hinge gap spill plate; L rubbing board; M spring support to unloading gear; N elevating wall; P small kerb (optional, and since omitted)

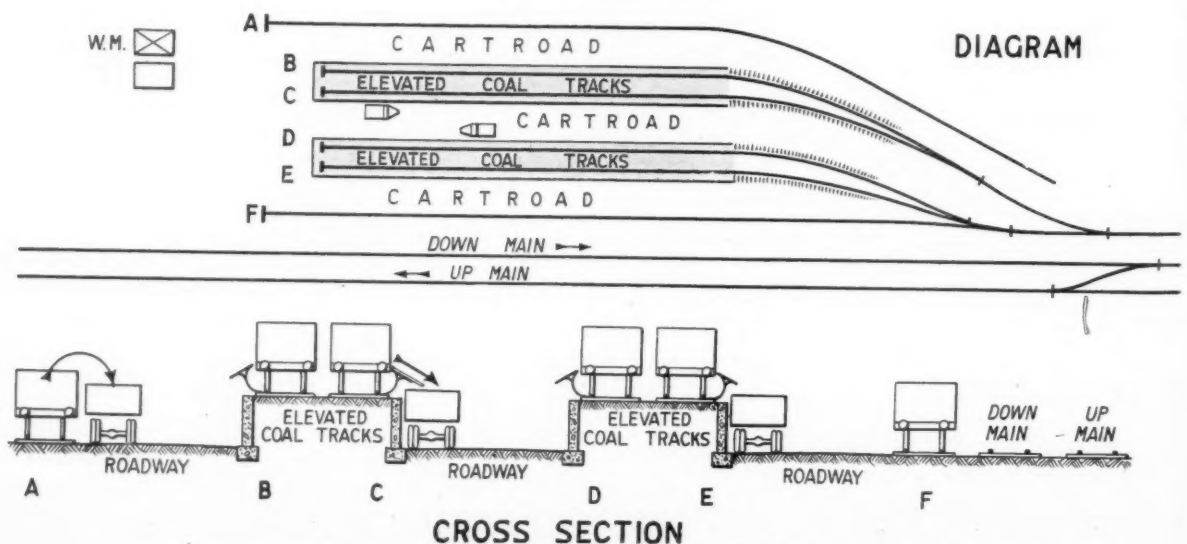


Diagram showing general arrangement and cross section of the layout involved in Mr. Garstang's system

and, if necessary, to shunt and replace it whilst partially discharged, without expending any more effort than would be involved in shunting and replacing a wagon on the level of an ordinary coal yard. For industrial coal, even at pre-war rates of pay, involved in handling and cartage, the economy yielded is no less than 8d. a ton, taking into account:

- (a) Number of men required to discharge coal as compared with the old over-side method; and
- (b) The economy in running time as between the terminal station and the using factory of the delivery vehicle.

Moreover, even at today's prices one can make accommodation for a 10 wagon-run at the price of one silo, having in mind the big super-elevation and structural station work that is necessary to instal such a silo, quite apart from the purely constructive cost.

So far as domestic coal is concerned a controlled chute can be fixed, in conjunction with the "Garstang" system, in such a way as to permit the coal to make a constant downward move into bags on a weighing machine on the distributor's vehicle—so that two men can actually deal with the bagging of coal; although the process is so rapid that three are better employed,

one of them dealing with the coal ex wagon, one in charge of the weighing machine, and one wheeling and piling the filled sacks on the deck of the vehicle.

By elevating any set of double tracks in a coal yard—and they are usually laid out after the following manner from the main line:—single track; cartway; double track; cartway; double track; cartway; single track), it is possible, from the point of view of time, so far as industrial coal is concerned, to make a 50 per cent. economy; and moreover, due to the fact that the accepting vehicle can lie nearer to the line bearing the loaded rail vehicle, during loading, than it could by resting alongside the wagon as it does today (which is necessary for over-top discharge) the width of the roadway between sidings, in effect, is widened, and movement up and down the coal yard rendered easier by virtue of this extra foot or foot and a half, which is gained.

If industrial fuel can be loaded in one half the time and without need to consider the segregation of varieties in silos or storage bins, the problem is to a large degree met, and it will be found that the time taken to fill a vehicle, after the first load is taken is very little longer than when a road vehicle takes its load underneath a silo.

In connection with the first opening of the door, a ton and a quarter to a ton and a half of industrial fuel falls into the

receiving road vehicle without a shovelful having been touched by any agency; and in addition this fall makes all subsequent shovelling a mere side and downwards motion from a "bottom" secured by the natural original "fall on" the opening of the door.

For the older type of discharge (where the coal is thrown overside into the receiving vehicle) one has to dig out, perhaps, two tons; all "hand-thrown" over the side of the coal wagon, before a respectable working "bottom" is achieved; and then again the whole of the balance has to be heaved over the top of the railway wagon.

The installation devised by Mr. Garstang was installed on the L.M.S.R. and has given satisfactory service. It is now coming into wider use, and because of its economy, the cost of the work involved is being borne by the private firms which use the industrial coal. There is, however, a very large field for railway use. The apparatus could be installed by the respective companies in their coal yards, and an extra charge per ton made to those who elected to have their coal or other mineral wagons dealt with thereon. Even with a payment of, say, 3d. a ton to the railway company, the ultimate economy to the user would leave him with at least a further 3d. to the good as well as reducing the time the wagon remained under load.

New Pacific Locomotives for the L.N.E.R.

Changes made in engines originally planned as part of "Green Arrow" class

The L.N.E.R. has built a considerable number of mixed-traffic engines known as the "V2" type. These engines have a 2-6-2 wheel arrangement and three cylinders. The steam distribution of the middle cylinder is actuated by the 2 to 1 lever arrangement. A full description and an illustration of the first of these locomotives was published in our June 19, 1936, issue.

The last four of a batch of 25 of these engines to be built have been modified by Mr. E. Thompson, Chief Mechanical Engineer, L.N.E.R., and designated class "A2/1."

A bogie has been provided at the front end of the engine in place of the original pony truck. The engine has three cylinders. The two outside cylinders drive the middle pair of coupled wheels, the inside cylinder drives the leading pair of coupled wheels and the valve gear for the middle cylinders is actuated by a third independent Walschaert gear instead of the 2 to 1 lever

arrangement as fitted to the original engines.

The rods actuating the middle cylinder are identical in length with the rods actuating the two outside cylinders. The cut-off in full gear has been increased to 75 per cent.

This modified construction of the former "V2" class has been undertaken as a result of the rebuilding of the 2-8-2 locomotives of the company to the 4-6-2 wheel arrangement with separate valve gear and the same cylinder positioning as this engine. The boiler of the engine is the standard "V2" type with a grate area of 41.25 sq. ft. and a total heating surface of 3,110.74 sq. ft. A modification has been made in that these last four engines have been fitted with a complete rocking grate and a hopper ashpan so that the ashes can be released without the necessity for a man to go underneath the engine.

The cylinders are 19 in. in dia. which

increases the tractive effort from 33,730 lb. in the case of the "V2" to 36,387 lb. in the engine thus constructed. The bogie is identical with that fitted to the class "B1" 4-6-0 locomotive and the whole of the bogie stays and spring bracket are constructed by welding. The front end boiler supporting stay, quadrant link brackets and footplate brackets are also welded structures.

The comparison between this engine and the "V2" as originally designed is given below:—

	Class "V2"	Class "A2/1"
	2-6-2.	4-6-2.
Cylinders (3)	18½ in. by 26 in.	19 in. by 26 in.
Type of valve gear—		
Outside	Walschaert	Walschaert
Inside	Gresley	Walschaert
Maximum cut-off	65 per cent.	75 per cent.
Maximum valve travel	5½ in.	6½ in.
Coupled wheels, dia.	6 ft. 2 in.	6 ft. 2 in.
Boiler heating surface—		
Firebox	215 sq. ft.	215 sq. ft.
Tubes and flues	2,216.06 sq. ft.	2,216.06 sq. ft.
Superheater	679.67 sq. ft.	679.67 sq. ft.
Total H.S.	3,110.74 sq. ft.	3,110.74 sq. ft.
Boiler pressure	220 lb. per sq. in.	225 lb. per sq. in.
Tractive power	33,730 lb.	36,387 lb.
Adhesive weight	146,944 lb.	147,840 lb.
Adhesive factor	4.3	4.06

(See illustrations on page 622)

DETECTOR CAR SERVICE IN THE U.S.A.

—The small yellow detector cars operated by the Sperry Rail Service Division of Sperry Products, slowly traversing the lines of the U.S.A. railways, last year revealed 11,831 defective rails for approximately 80 railway systems. Most of the flaws were inside the rail and had not yet had time to spread to the outer surface.

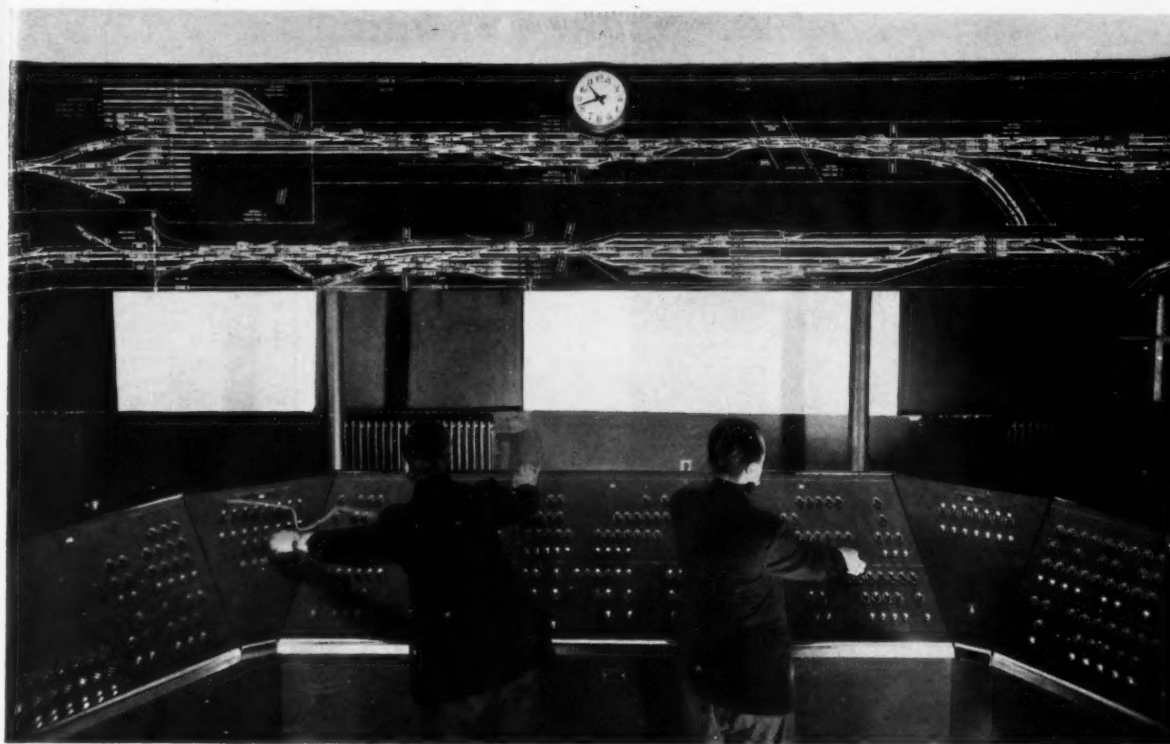
In the year 1922 the late Dr. Elmer A. Sperry began investigating the possibility of a machine which would pick out hidden flaws in rails. Six years later it was perfected, and the first defect was discovered on the Wabash system. In 1929 two more cars were built, and, as the demand grew, further units were

added. Since 1929 these cars have tested more than a million miles of railway track and revealed more than a million defective rails.

The Sperry car is a compact unit, operated by three men who eat and sleep in it, often for months at a time. It travels along a railway line between 6 and 10 m.p.h., testing about 30 miles of track a day, but the mileage depends on the flow of traffic over the line. Each of the 17 crews is now working 10 hours a day, seven days a week. In normal years, they work a 48-hour week. In peace years, major railways run the detector car over their tracks once a year, but since war brought its tremendous increase in traffic and simultaneously limited the

amount of new steel rail which railways could instal, they use the Sperry car twice and sometimes thrice in 12 months.

Last year's defects represented an increase of 28 per cent. above the total shown in the preceding year. This was more than all the flaws found during the first six years of detector car operating from 1929 to 1934. The total of persons injured because of derailment between 1930 and 1942 averaged 324 a year, compared with an annual average of 1,068 during the years 1922 to 1929. Additional safety measures reduced all types of accidents from 1930 to 1942, but, while total injuries decreased 42 per cent., injuries caused by derailments declined 70 per cent.



Operators at the control panel, by means of which every train movement in the terminal area is controlled electrically. Moving lights on the chart above indicate the passage of trains

St. Charles, and thence in the direction of Toronto as far as Turcot Yard. For signalling purposes this extensive area is divided into eleven zones, each operated as a self-contained interlocking unit with all signals and points controlled by direct-wire conventional circuits from a concrete house, termed a "bungalow." According to previous practice, there would have been an interlocking machine—either a power frame or a control panel—at each of these locations, with one or more men to operate it, communication between adjacent boxes would have been necessary, and the work of all eleven co-ordinated by some central district control. In the new layout at Montreal the eleven zones are remotely controlled from one central box located near the Lachine Canal bridge. It was considered that the ordinary C.T.C. type of remote control would not be suitable for this extensive area, and so a new form of polar code

control was devised. From the central control panel there are six line wires to each "bungalow," and all signalling operations in the zone concerned are controlled on these wires; three wires are used for outgoing control codes, and the other three are reserved for incoming indication codes. In the control room the illuminated track diagram is no less than 34 ft. 6 in. long, and is built in three sections, with the two outer ones at an angle to the central portion. The thumb switches are mounted on a panel inclined at 30 deg. to the horizontal, and control a total of 57 single points, 64 crossovers, and 197 signals. The technical details of this installation are of particular interest, and we hope to outline these in a future article.

In concluding this brief account of one of the notable new stations of the world, it should be emphasised that the full scheme is not merely for rebuilding and

enlarging an existing station, but envisages a substantial traffic reorganisation and re-routing, town improvement, grade separation, and development of site value. Only the essentials have been completed in wartime, and the new station was brought into use on July 15, 1943, but the eventual construction of new approach lines to the city, and of improved goods yard facilities, will result in the provision for Montreal of railway services and amenities which will bear comparison with any other part of the world. Much of the credit for the vision behind the work is due to the late Sir Henry W. Thornton, who, with his wide experience in the U.S.A., in England, and eventually in Canada, planned on bold lines to provide Montreal with railway facilities which would be worthy of this ancient city and of the great transport system of the Canadian National Railways.

(Concluded)

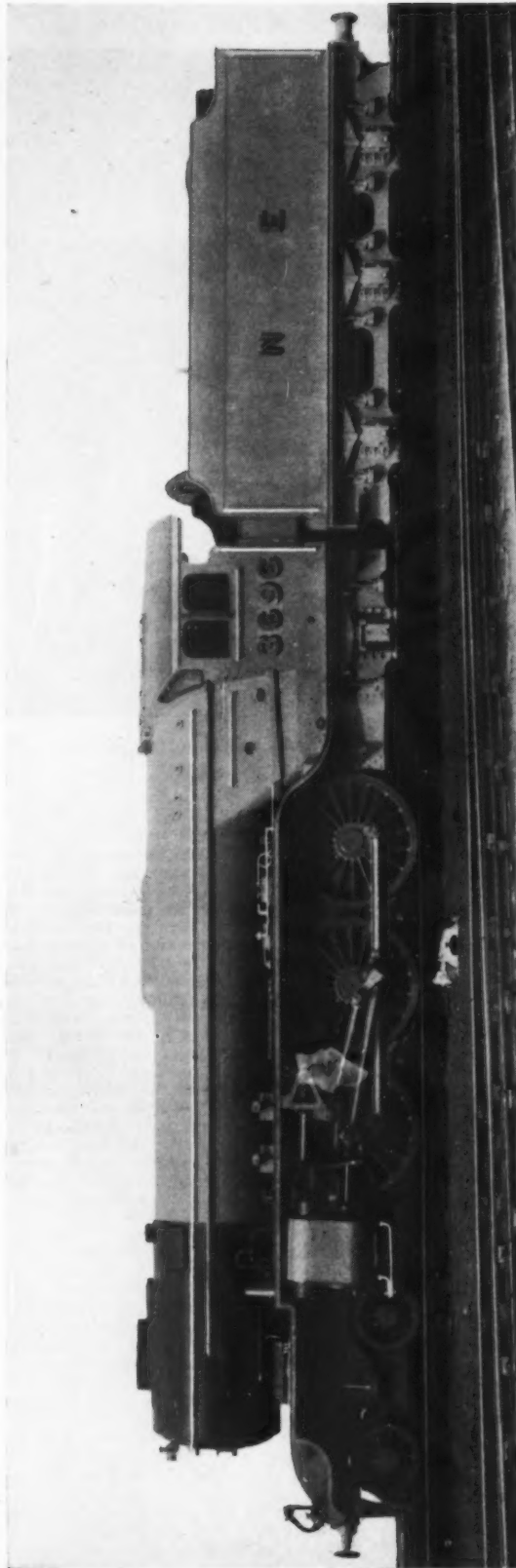
PROTECTION FROM DERMATITIS.—Probably one of the most common causes of lost working time in industry is the group of skin diseases known as industrial dermatitis, from which practically no industry is immune. The starting point of the disease is the infiltration into the pores of such substances as paint, tar, metal dust, solvents, and chemicals; the importance of screening the skin against this infiltration is claimed to have been first recognised by Sternot Limited, whose "Sternocleanse" anti-dermatitis cream is used today in the majority of manufacturing processes. "Sternocleanse" is applied to the hands before work; after work, an ordinary washing in soap and water removes the film and leaves the hands hygienically clean. Generally, most of these skin troubles are prevented by the use of "Ster-

nocleanse" No. 1 or "Sternocleanse" No. 2; the growth of the aircraft industry, however, has made protection against dermatitis from handling resin and casein glues a special problem, and protection against these new dangers is provided by "Sternocleanse" No. 3 for use in handling resin glues, and "Sternocleanse" No. 4 for casein glues.

FLASH BUTT-WELDING OF H.S.S. CUTTING TOOLS.—The Control of Machine Tools (Cutting Tools) Order No. 2 (S.R. & O. 1942, No. 760), relating to the flash butt-welding of H.S.S. cutting tools, was rescinded recently; but it is hoped by the Ministry of Supply that manufacturers and users will continue to use butt-welding in all instances in which the use of such facilities has proved economical, particularly in respect

of the most efficient utilisation of high-speed steel, labour and fuel. Licences for the acquisition of high-speed steel under the Control of Iron & Steel (No. 32) Order, 1943, continue to be necessary.

IRON AND STEEL PRICES.—The Minister of Supply has made the Control of Iron & Steel (No. 34) Order, 1944, which amends the Control of Iron & Steel (No. 33) Order, 1943, by the revision of the Fifth Schedule (which contains basic maximum prices) and of certain of the related price schedules. In addition, prices are instituted for the first time for tube steel billets and pipe and tube joints. Copies of the Order, which came into force on May 19, may be obtained from H.M. Stationery Office, York House, Kingsway, W.C.2, or through any bookseller, price 2d. (S.R. & O. 1944, No. 565).



General view of No. 3696, one of the new L.N.E.R. class "A2/1" Pacific-type locomotives

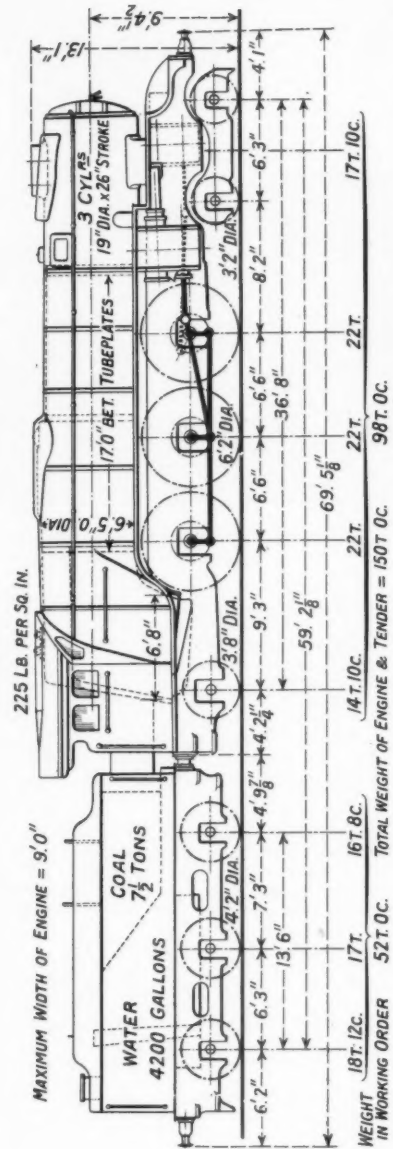


Diagram showing principal dimensions and weights of L.N.E.R. class "A2/1" locomotives—Mr. E. Thompson, Chief Mechanical Engineer

NEW PACIFIC LOCOMOTIVES FOR THE L.N.E.R.

(See article, page 619)

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RAILWAY NEWS SECTION

PERSONAL

The Marquess of Linlithgow has been elected a Director of the Midland Bank Limited and of the Midland Bank Executor & Trustee Co. Ltd.

L.M.S.R. APPOINTMENTS

The L.M.S.R. announces the following appointments:—

Mr. G. A. Gribble, Goods Station Working & Cartage Assistant, Operating Manager's Office, Glasgow, to be Cartage Working Assistant, Chief Operating Manager's Office, Watford, *vice* Mr. H. W. Faircloth, deceased.

Mr. R. Hunter, District Goods, Passenger & Docks Manager, Barrow, to be District Goods & Passenger Manager, Sheffield, *vice* Mr. C. Jones, retiring.

Mr. W. B. Shelton, District Controller, Birmingham (New Street), to be District Goods, Passenger & Docks Manager, Barrow.

Mr. G. R. Thurston, Assistant to District Engineer, Blackburn, to be District Engineer, Blackburn, *vice* Mr. W. Hepworth, retiring.

Mr. C. W. Hendley, Assistant to District Goods & Passenger Manager, Bristol, to be Assistant District Passenger Manager, Leeds, *vice* Mr. S. Scarisbrick, promoted.

Mr. J. L. Woodhead, Assistant Superintendent, Wyre Dock, to be Assistant to District Goods & Passenger Manager, Sheffield, *vice* Mr. W. H. Glossop, promoted.

Mr. A. D. Cochran, Assistant District Controller, Stoke, to be Assistant Superintendent, Wyre Dock.

Mr. T. B. Davies, Goods Agent, Edge Hill, to be Goods Agent, Park Lane, *vice* Mr. G. W. Ainscough, retiring.

Mr. T. E. Hawkins, Goods Agent, Langton Dock & North Mersey, to be Goods Agent, Sandon & North Docks.

Mr. S. Horrocks, Chief Cartage Clerk, District Goods Manager's Office, Bolton, to be Goods Agent, Oldham (L.M.S.R. & L.N.E.R.), *vice* Mr. J. Birtwistle, retiring.

Mr. E. E. Henderson, Chief Clerk & Chief Delivery Clerk, Alexandra Dock, to be Goods Agent, Langton Dock & North Mersey, *vice* Mr. T. E. Hawkins, promoted.

Mr. A. Pickthorne, Stationmaster, Longsight, to be Stationmaster & Goods Agent, East Ham, *vice* Mr. G. Washington, retiring.

Mr. J. J. Mayall, Assistant District Controller, Carlisle, to be Stationmaster, Burton (also in charge of Horninglow), *vice* Mr. E. Nadin, retiring.

Mr. W. C. Lewis, Stationmaster, Harrow & Wealdstone, to be Stationmaster, Broad Street (also in charge of Wilson Street Parcels Depot), *vice* Mr. B. R. Hill, promoted.

Mr. J. Taylor, Stationmaster & Goods Agent, Castle Douglas, to be Stationmaster, Dumfries, *vice* Mr. J. Smith, retired.

Mr. Eustace James Missenden, O.B.E., General Manager, Southern Railway, who, as recorded in our June 9 issue, receives the honour of Knighthood in the King's Birthday Honours List, entered the service of the South Eastern Railway in 1899. After several years' experience in station working, he was transferred to the office of the Superintendent of the Line in 1906. In 1912 he was appointed Assistant to the District Superintendent, Eastern Division, and in 1914 was transferred as Assistant to the London District Traffic Superintendent. Mr. Missenden, after acting as London District Superintendent during 1919, was appointed London District Traffic Super-

Member of the Institute of Transport, and a Commander (Brother) of the Order of St. John.

RHODESIA RAILWAYS APPOINTMENTS

Mr. L. T. Huxtable, Principal Assistant to Chief Mechanical Engineer, has been appointed Assistant Chief Mechanical Engineer.

Mr. P. E. Shinn, Acting Catering Superintendent, has been appointed Catering Superintendent.

Mr. W. H. Ward has been appointed Assistant Catering Superintendent.

The Minister of War Transport has appointed Mr. W. A. Bridge, Assistant Divisional Road Haulage Officer, to be Divisional Road Haulage Officer, North Western Division, Liverpool, in the Ministry of War Transport Road Haulage Organisation, in succession to Mr. R. B. Stockdale, who has relinquished the post for reasons of health.

Mr. Seán Lemass has been appointed Minister of Supply, Industry & Commerce in the new Eire Government.

We regret to record the death on June 9 of Mr. Walter Edward Tyer, a Director of Tyer & Co. Ltd. and of B. P. & Tyers Signals Limited.

Mr. H. A. Carson, who, as recorded in our May 26 issue, has retired from the position of General Manager, Central Vermont Railway (a subsidiary of Canadian National Railways), joined the former Grand Trunk Railway in 1905. He held various appointments before becoming General Freight Agent, Canadian National-Grand Trunk lines, at Boston in 1930. He was appointed General Freight Agent, Central Vermont lines, in 1932. Mr. Carson's appointment as General Manager, Central Vermont Railway, took place in 1937.

Mr. R. D. Garner, Chief Engineer, Central Vermont Railway, who, as recorded in our May 26 issue, has been appointed also Acting General Manager, entered the service of the Minneapolis, St. Paul & Sault Ste. Marie Railway in 1904, and in the next year became Resident Engineer on the Minneapolis & St. Louis Railroad. He joined the former Grand Trunk Railway as Assistant Engineer at Buffalo, N.Y., in 1907, and in 1913 was appointed Engineer of the Southern New England Railway. In 1930, Mr. Garner became Chief Engineer of the Central Vermont Railway, which is a subsidiary of Canadian National Railways.

Mr. John W. Vaughan, Secretary & Solicitor to the Locomotive Manufacturers' Association, the members of which comprise all the British private builders of locomotives, received the O.B.E. in the King's Birthday Honours List. Mr. Vaughan served his articles as a solicitor in Leeds before leaving for London nearly 10 years ago to become Secretary of the



Mr. E. J. Missenden

General Manager, Southern Railway, who receives the honour of Knighthood

intendant in 1920. On the railway grouping in 1923, he became London (East) Divisional Operating Superintendent, Southern Railway, and was appointed Assistant Superintendent of Operation in 1930. In September, 1933, Mr. Missenden was appointed Docks & Marine Manager. In October, 1936, he succeeded Mr. E. C. Cox as Traffic Manager of the Southern Railway, a position which he continued to hold after he assumed, at the outbreak of war, the responsibilities of General Manager, in the absence of Mr. Gilbert S. Szlumper on Government service. Mr. Missenden was appointed substantive General Manager as from April, 1942. Mr. Missenden is a member of the Railway Executive Committee and is a Director of Carter, Paterson & Co. Ltd., Hay's Wharf Cartage Co. Ltd., Pickfords Limited, Thos. Cook & Son Ltd., and of the East Kent Light Railways Company. He is a Foundation

Locomotive Manufacturers' Association. Until the outbreak of war he took an active part in bringing to fruition plans for adjusting the output capacity of the locomotive building industry to demand, and also in helping to further the interest of the industry in Empire and other overseas markets. In this connec-



Mr. J. W. Vaughan,
Secretary & Solicitor of the
Locomotive Manufacturers' Association

tion he travelled to a number of European countries and also led a mission to Turkey which paved the way to valuable trading relations with the Railway Administration of that country. Since the outbreak of war he has been engaged in work associated directly with war needs, to which the contribution made by the locomotive building industry has been considerable. His elder son, Midshipman John Michael Vaughan, R.N., now serving in a destroyer, passed out of the Royal Naval College, Dartmouth, in December, 1942, as Chief Cadet Captain, and was awarded the King's Dirk.



Front row, left to right: Mrs. J. S. Hunter, O.B.E.; Ing. Atanasio Iturbe, Chairman, Local Board, Central Argentine Railway; Mr. S. R. Robertson (back row), H.M. Press Attaché; Mrs. P. Charney; Lady Kelly; Mrs. D. M. MacRae; Sir David Victor Kelly, H.M. Ambassador in Argentina; and Major R. K. Hubbard, Acting General Manager, Central Argentine Railway; at the presentation at the British Embassy in Buenos Aires on May 16. (See paragraph above)

THE LATE MR. DONALD M. MACRAE, At the British Embassy in Buenos Aires on May 16, Sir David Victor Kelly, K.C.M.G., M.C., presented to Mrs. Donald M. MacRae, O.B.E., widow of the late Mr. Donald M. MacRae, General Manager of the Central Argentine Railway, the Insignia of Commander of the British Empire, which the King bestowed on Mr. MacRae last year. Sir David Victor Kelly said:—

"I have it in command from the King to deliver to you personally the Insignia of a Commander of the Most Excellent Order of the British Empire, which the King was pleased to confer on your late husband on the occasion of His Majesty's Birthday, 1943. You know well how greatly I sympathised with you in the loss of your husband; it is fitting also on this occasion to refer to the loss sustained by the whole British community in the affairs of which Mr. Donald MacRae played a leading part for so many years, as well as directing the work of one of the most important British enterprises in this country. No one will forget that for long before the war, when the great stimulus of a national emergency was lacking, Mr. MacRae gave himself unsparingly for the good of the community and that his efforts may well have provoked his early death.

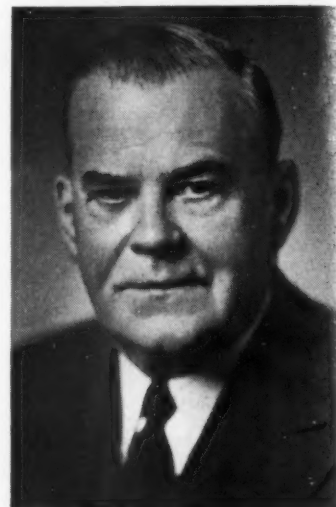
"The mere enumeration of his principal activities speaks for itself: President of the St. Andrew's Society of the River Plate, a member of the Committee of the Victoria Sailors' Home since the year 1931; a member of the Committee of the British Hospital since 1934; first Vice-President of the British Society and finally President during the years 1935-37. He organised in that capacity the highly successful celebrations with which the British community marked the occasion of the King's Coronation. During the war, Mr. MacRae, without regard to his failing health, gave himself unstintingly to the war effort, especially as Chairman of the Merchant Seamen's Sub-Committee of the British Community Council. His actual work may be carried on by others, but the loss of his courage and cheerfulness has left a gap amongst us which for his many friends cannot be filled."

The following represented the Central Argentine Railway at the ceremony: Ing. Atanasio Iturbe, Chairman of the Local Board; Dr. Agustín Nicolás Matienzo,

Member of the Local Board; and Major R. K. Hubbard, Acting General Manager.

A short biography and a portrait of Mr. Donald M. MacRae appeared in our October 1, 1943, issue.

Mr. Horace C. Grout, General Manager, Western Lines, Canadian Pacific Railway,



Mr. H. C. Grout
Appointed Chief Executive Officer of the
Minneapolis, St. Paul & Sault Ste. Marie Railway

who has been appointed Chief Executive Officer of the Minneapolis, St. Paul & Sault Ste. Marie Railway (Soo Line), which is a subsidiary of the Canadian Pacific Railway Company, was born in Wisconsin and was educated at the North Western Military Academy, Highland Park, Illinois, and the University of Wisconsin. He joined the C.P.R. in 1898, and in 1903 was appointed Resident Engineer at Montreal. He later held a similar post at Toronto, and in 1907 was appointed Assistant Division Engineer there. In 1909 he became Assistant Superintendent, West Toronto, and later went to Havelock in the same capacity. He then was promoted to be Superintendent, and served first at Toronto and afterwards at Brownville Junction. In 1912 he was made Assistant General Superintendent, and in 1914 General Superintendent, New Brunswick District. From 1920 to 1934 he was General Superintendent, Ontario District, and in the latter year became Assistant to the Vice-President of the C.P.R. Mr. Grout was appointed General Manager, Western Lines, in 1942.

Mr. George H. Buchanan, M.I.P.E., has joined Craven Bros. (Manchester) Ltd. as Engineer Representative in Scotland. Mr. Buchanan served his apprenticeship with Loudon Brothers Limited, of which he became in turn Chief Draughtsman, Works Manager and Works Director. In 1937 he joined Urquhart Lindsay & Robertson Orchard Limited, as General Manager at its Dundee Works; later he became a Director of that company. Craven Bros. (Manchester) Ltd. gave up its office in Glasgow in 1940, and for the time being Mr. Buchanan will work from his home address at 19, Kingsburgh Drive, Paisley (Telephone: Paisley 4762); he will be available at all times for consultation and service. Craven Bros. (Manchester) Ltd. hopes shortly to announce the re-opening of its Glasgow office.

The King's Birthday Honours List

Among the honours announced in the King's Birthday list were the following of transport and industrial interest:—

Knights Bachelor

Mr. Godfrey George Armstrong, O.B.E., M.C., V.D., Chairman, Madras Port Trust;

Lt.-Col. John Alexander Dunnington-Jefferson, D.S.O., Deputy Chairman, Derwent Valley Light Railway Company.
Mr. Mark Frank Lindley, C.B., LL.D., Comptroller-General, Patent Office.

Mr. Simon Marks, D.Sc., a Member of British Overseas Airways Corporation.

Mr. Lakshminipati Misra, Member, Engineering, Railway Board, Government of India.

Mr. Eustace James Missenden, O.B.E., General Manager, Southern Railway Company.

Mr. John William Lambton Oliver, C.B., C.B.E., Deputy Director-General, Equipment & Stores, Ministry of Supply.

C.B.

Mr. Reginald Daniel Fennelly, Under-Secretary, Ministry of Production.

K.C.M.G.

Mr. Percivale Leisching, C.M.G., Second Secretary, Board of Trade.

C.M.G.

Mr. Charles Buxton Anderson, I.S.O., M.Inst.C.E., M.I.E.A., Railways Commissioner, South Australia.

Mr. Alexander McCulloch Campbell, lately representative in South Africa, Ministry of War Transport.

C.I.E.

Mr. Ali Ahmed, Chief Engineer, Public Works Department, and Secretary to Government, Assam.

Mr. William Gerald Came, Indian Service of Engineers, Chief Engineer & Secretary to Government, Public Works Department, Bihar.

Mr. Robert John Mathison Inglis, M.Inst.C.E., Divisional General Manager, L.N.E.R.

Mr. Robert George Manson, Deputy General Manager, Bengal & Assam Railway.

Mr. Mahabir Prasad, Indian Service of Engineers (retired), Additional Chief Engineer to Government, United Provinces.

Mr. Harold Alexander Reid, Chief Mechanical Engineer, South Indian Railway.

Major Frank James Salberg, M.B.E., V.D., Engineer, Dibru-Sadiya Railway, and late Chief Engineer, Assam-Bengal Railway.

K.B.E. (Civil Division)

Mr. Harold Leslie Boyce, J.P., M.P. for Gloucester since 1929; Chairman & Managing Director, Gloucester Railway Carriage & Wagon Co. Ltd. For political and public services.

Mr. Thomas Gilmour Jenkins, C.B., M.C., Deputy Director-General, Ministry of War Transport.

C.B.E. (Civil Division)

Mr. Walter Alexander Edmondson, Shipping Representative of Ministry of War Transport in Northern Ireland.

Major Kenneth Gordon, M.C., Joint Managing Director, Imperial Chemical Industries (Fertiliser & Synthetic Products) Limited.

Mr. Frank Hugh Harrison, Chief Mechanical Engineer, Railways Department, South Australia.

Major Oscar Loewenthal, British subject resident in the Argentine Republic;

General Manager, Buenos Ayres Great Southern and Buenos Ayres Western Railways.

Mr. William James Kinlay Skillicorn, General Manager, Rhodesia Railways Limited.

The Hon. James Kenneth Weir, Director, G. & J. Weir Limited.

C.B.E. (Military Division)

Colonel Ernest Telford Brook, Officer Commanding, L.P.T.B. Home Guard.

O.B.E. (Civil Division)

Mr. William George Alcock, Liaison Officer & Secretary to General Manager, G.I.P.R., Bombay.

Mr. Lancelot Ballan, M.Inst.T., District Superintendent, Hull, L.N.E.R.

Lt.-Colonel Sydney John Pelham Cambridge, V.D., Divisional Superintendent and Officer Commanding, Headquarters Administrative Group, E.I.R. Defence of India Units, I.E., Howrah.

Mr. Douglas Pigram Cousin, Stores Superintendent, Kenya & Uganda Railways & Harbours.

Mr. Charles Anthony Crawford, Regional Controller of Railway Priorities, Calcutta West.

Mr. John Mathieson Dodds, Head of Research Department, Metropolitan-Vickers Electrical Co. Ltd.

Mr. Wheaton Thomas Freestone, Deputy-Chairman & Works Manager, Peter Brotherhood Limited.

Mr. Francis Philip Laurens, Works Superintendent, Vickers - Armstrongs Limited.

Mr. George Sail Campbell Lucas, Head of Electrical Development Section, British Thomson-Houston Co. Ltd.

Mr. Robert Franklin Newman, J.P., General Manager, John I. Thornycroft & Co. Ltd.

Captain John Charles Harrington, Senior Captain, British Overseas Airways Corporation.

Mr. Henry James Peacock, Assistant Superintendent of the Line, South Wales, G.W.R.

Mr. Balwant Singh Puri, Indian Service of Engineers, Superintending Engineer, Central Public Works Department, Government of India.

Mr. John Henry Robinson, Divisional Superintendent of Operation, L.M.S.R.

Mr. John Watson Vaughan, Secretary & Solicitor to Locomotive Manufacturers' Association.

Mr. Cuthbert Horner Walmsley, M.C., M.Inst.C.E., Assistant Director of Public Works, Kenya.

Mr. John Lucas Willoughby, Assistant Traffic Manager, Sudan Railways.

Mr. Joseph Worssam, General Manager, Eastern Counties Omnibus Co. Ltd.

O.B.E. (Military Division)

Major (Temporary Lieutenant-Colonel) Anthony Bull, Royal Engineers; formerly Secretary to the late Mr. Frank Pick (who was Vice-Chairman, L.P.T.B.).

Captain (Temporary Major) Wilfred Robert Manton, Royal Artillery; Clerk, Fares & Charges Office, L.P.T.B.

M.B.E. (Civil Division)

Mr. Sidney Bays, A.M.Inst.T., Managing Director, Port of Hull Road Transport Control Limited.

Mr. Edward Sedgwick Blanch, Superintendent, Welding & Fabricating Department, A. Reyrolle & Co. Ltd.

Mr. Alfred Bradford, Rolling Stock Controller, Carter, Paterson & Co. Ltd.; Sub-District Manager, Ministry of War Transport.

Mr. James Campbell, Secretary, Wm. Denny & Bros. Ltd.

Mr. Albert Bernard Cape, A.M.I.E.E., Engineering Test Superintendent, General Electric Co. Ltd.

Mr. John Edward Cowderoy, Development Superintendent (Road Transport), L.P.T.B.

Mr. Charles John Cowley, M.C., D.C.M., Stationmaster, Crewe, L.M.S.R.

Mr. Reginald Ernest Cox, Liaison Officer, General Electric Co. Ltd.

Mr. Charles Horace Cunniffe, Manager, Baldwins Limited.

Mr. Thomas Davies, Works Superintendent, Laycock Engineering Co. Ltd.

Mr. Jack Maurice Fenton, Executive Engineer, East Indian Railway, Lucknow.

Mr. George William Giffin, Works Manager, Siemens Bros. & Co. Ltd.

Mr. Robert Charles Grimwade, Works Director, Holbrook Machine Tool Co. Ltd.

Mr. James Hadfield, Technical Manager, Beyer, Peacock & Co. Ltd.

Mr. Frederick Hall, Works Manager, Superheater Co. Ltd.

Mr. Robert Hall Henry, Resident Engineer, Oudh & Tirhut Railway, Izatnagar.

Mr. Alexander Henshaw, Chief Test Pilot, Vickers-Armstrongs Limited.

Mr. Albert George Howe, Chief Diesel Engineer, Davey Paxman & Co. Ltd.

Mr. John Joseph Hutchinson, Assistant Manager, Vickers-Armstrongs Limited.

Mr. Harry Hymas, Departmental Manager, Hoffmann Manufacturing Co. Ltd.

Mr. Charles James Jones, Materials Officer, Electrical Industry Export Groups.

Mr. Ernest James Henry Jones, Works Manager, Associated Equipment Co. Ltd.

Mr. Thomas Hilary Kinman, A.M.I.E.E., Head of Radio Section, Research Laboratory, British Thomson-Houston Co. Ltd.

Mr. Joseph Lesford, M.I.Mech.E., M.I.A.E., Assistant to Director of Vehicle Maintenance, Ministry of War Transport.

Mr. Frederick Herbert Marshall, Assistant London District Freight Superintendent, Southern Railway.

Mr. Geoffrey Caton Ogilvie, Agent, India General Navigation & Railway Co. Ltd., Digha, Patna, Bihar.

Mr. George Hastings Peck, Divisional Superintendent, Grimsby, L.N.E.R. Police.

Mr. Richard Henry Petherick, Goods Agent, Bricklayers' Arms Station, Southern Railway.

Mr. Frederick Chetham Robinson, Manager, A. C. Cossor Limited.

Mr. Philip Leslie Scott, Secretary, London Regional Canal Committee.

Sardar Bahadur Charanjit Singh, Assistant Executive Engineer, North Western Railway, Lahore.

2nd Lieutenant (War Substantive Major) (Temporary Lieutenant-Colonel) Alexander Gregory Stavridi, Executive Engineer, East Indian Railway, Howrah.

Miss Pearl Edith Wadham, Personal Secretary to Divisional General Manager (Southern Area), L.N.E.R.

Mr. Leonard Edward Walsh, Deputy Docks Manager, Officer on Special Duty, Bombay Port Trust.

Mr. Harry Perchard Whitley, Manager, Mountstuart Drydocks Limited.

Mr. Stanley Percival Woodley, Resident Manager, Vickers-Armstrongs Limited.

Mr. Arthur John Woolcott, Deputy Managing Director, Wellworthy Piston Rings Limited.

Mr. James Young, Clerk in the General Manager's Office, Clyde Navigation Trust.

TRANSPORT SERVICES AND THE WAR—246

Restriction on Potato Transport

By an amendment to the New Potatoes (1944 Crop) Order, the Ministry of Food has prohibited from June 7 the consignment for transport of new potatoes from Lincolnshire to Essex, Hertfordshire, Middlesex, the administrative county of London, Kent, and Surrey, Lincolnshire new potatoes may be consigned to destinations in any other counties, excepting Cornwall, Devon, Dorset, Somerset, Wiltshire, Gloucestershire, Carmarthenshire, Radnorshire, Brecon, Cardiganshire, Monmouthshire, and Glamorganshire. The transport of old potatoes is not affected.

Linking Main-Line London Termini

Exceptionally heavy traffic is now being carried on the London Underground railways, especially between the main-line stations. A recent test at Waterloo showed that on one day 100,000 passengers exchanged from one system to the other. At Kings Cross and St. Pancras the exchange was 54,000 and at Victoria 55,000. At the intermediate exchange stations, Leicester Square and Piccadilly Circus, the figures were 61,000 and 40,500 respectively. Additional direction signs, information guides, and loud speakers, have helped to prevent congestion. The inter-station bus service is helping passengers with luggage to get from one main-line station to another during the evening, when the demand for taxis is heavy.

Bus Drivers Train Army Personnel

A total of 500 officers and 8,900 N.C.Os. and other ranks have now received driving instruction at the London Transport training centres at Chiswick, Reigate, Staines, and Northfleet. These figures include 79 Canadian officers and 1,242 Canadian N.C.Os. and other ranks, 100 Royal Marines, and 62 American Red Cross and Society of Friends ambulance drivers. The training of N.C.Os. as driving instructors was begun at Chiswick in January, 1940. Subsequently, special courses were arranged to meet the requirements of the military and other authorities. These courses comprised the training of motor transport officers, motor-cyclists, fitter-mechanics, cinema-projectionists, driver-operators, and tank drivers; courses on diesel engines and gas-producers; and special courses for the Royal Marines, American Red Cross ambulance and mobile canteen drivers and for the Society of Friends ambulance units.

Invasion Transport

The following message from Sir Charles Newton, Chief General Manager of the L.N.E.R., dated May 15, is included in the June issue of the *L.N.E.R. Magazine*:—"For many months past, the words 'Second Front' have been on everybody's lips, and by the time these lines appear in print, our armed Forces may be involved in that great adventure. In the long and careful preparations which have been made for launching the attack on Nazi-occupied Europe, the demands on the railways of this country have steadily mounted, and with operations actually in progress, the successful maintenance of this vital link in the chain of our supply lines will be of supreme importance. Coming on top of more than four years of unceasing war effort, the strain on men and materials is very great, but that the link will hold firm I am quite certain. Whenever I get about the line (and I only wish that I could do so more frequently) I am struck by the cheerful determination of L.N.E.R. men and women of all grades to put all their energies into this greatest, and, I confidently hope,

final test. The race has been long and tiring, but we are on the last lap, and the winning post lies ahead. At this crucial moment my best wishes go out to the whole staff of the company."

Ministry of War Transport Seat Reservation Scheme

As explained in our editorial on page 611, first class seats may be reserved through the Ministry of War Transport for passengers desiring to travel on urgent and important business by the following trains:

From London			
From	To	Time of departure	
Kings Cross ...	Aberdeen ...	7 p.m.	
" ...	Edinburgh ...	10.15 p.m.	
" ...	Newcastle ...	11.15 p.m. (Sat. ex.)	
" ...	" ...	10.25 p.m. (Sat. only)	
" ...	Leeds ...	10.30 a.m. (Sun. ex.)	
" ...	" ...	6 p.m. (Sun. only)	
Liverpool Street ...	Norwich ...	10 a.m. (Sun. only)	
Euston ...	Birmingham ...	11.30 a.m. (Sun. ex.)	
" ...	Glasgow (Central) ...	11.10 a.m. (Sun. only)	
" ...	" ...	9.15 p.m.	
" ...	Manchester ...	12.20 a.m. (Sat. ex.)	
" ...	" ...	11.35 p.m. (Sat. only)	
" ...	Liverpool ...	11.45 p.m. (Sat. ex.)	
" ...	" ...	11.35 p.m. (Sat. only)	
St. Pancras ...	Glasgow (St. Enoch) ...	9.30 p.m.	
Paddington ...	Bristol ...	11.15 a.m. (Sun. ex.)	
" ...	" ...	10.30 a.m. (Sun. only)	
" ...	Penzance ...	10.30 a.m.	
" ...	Swansea ...	1.55 p.m. (Sun. ex.)	
" ...	Cardiff ...	12.30 p.m. (Sun. only)	
To London			
Aberdeen ...	Kings Cross ...	6.5 p.m.	
Edinburgh ...	" ...	9.40 p.m.	
Leeds ...	" ...	5.30 p.m.	
Newcastle ...	" ...	10.35 p.m.	
Norwich ...	Liverpool Street ...	2.15 p.m. (Sun. ex.)	
" ...	" ...	9.30 a.m. (Sun. only)	
Glasgow (Central) ...	Euston ...	9.30 p.m.	
Liverpool ...	" ...	12.2 a.m.	
Manchester ...	" ...	12.5 a.m.	
Glasgow (St. Enoch) ...	St. Pancras ...	9.15 p.m.	
Bristol ...	Paddington ...	12 noon (Sun. ex.)	
Cardiff ...	" ...	10.15 a.m. (Sun. ex.)	
" ...	" ...	10.43 a.m. (Sun. only)	
" ...	" ...	12.30 p.m. (Sun. ex.)	
Plymouth ...	" ...	2.43 p.m. (Sun. only)	

Air Raids and Bulgarian Traffic

The German occupation of Hungary has interrupted a fairly reliable source of information concerning transport in Bulgaria, and newspapers coming via neutral sources are infrequent. Nevertheless, our correspondents have succeeded in giving some

information, upon which the following particulars of transport disorganisation in Bulgaria are based. The air raid of January 10 on Sofia caused a substantial evacuation movement in which 50,000 persons are said to have left the city; crowded trains departed at 50-min. All trains, whether long-distance or local, stopped at every station to deposit these passengers and this more than anything else was the cause of innumerable delays. Free transport ceased on January 23. There was a raid on Skopje and Vratsa on January 24, but then a lull until the R.A.F. returned to Sofia on March 15. The January raids did not interrupt the traffic on the main railway line, although for a time no attempt was made to adhere to a timetable. Main-line traffic was reported to have returned to normal by the end of the month. Without giving any explanation the Director of the State Railways announced that traffic had been resumed on certain south Bulgarian lines on March 11. The newspaper *Slavo* stated on March 20 that the evening train on the Sofia-Burgas line would in future complete the full journey after having run only as far as Plovdiv during the past two months. The Hungarian radio reported on February 15 that passenger services would be cut in order to increase goods traffic. After March 1, travel to Sofia was restricted, and only travellers who could prove that their journey was really necessary were admitted to the city by train.

For the first few days after the attacks of January 10 and March 30, Sofia was cut off from the outside world, and the Sofia tram service was suspended temporarily, but it seems that, until April, communications in Bulgaria were disorganised but not disrupted by the raids. The railways seem to have been seriously affected by more recent attacks on Sofia and Plovdiv. After March 30, evacuation was effected by bus, and there was no mention of a regular train service from the city as there had been after January 10. In April, passenger travel throughout the country was restricted to those persons who held travel permits; personal luggage was strictly limited. As the aerial threat to railway communications increased, measures were taken to bring motor transport fully under Government control. For purposes of evacuation public and private transport was mobilised in January. Afterwards the use of private cars, except those



Some of a group of more than 100 locomotives labelled "Transportation Corps, U.S. Army" stored on sidings alongside a double-track main line in England awaiting their turn for use on the European Continent in connection with the Western Front invasion

run on producer gas, was banned, and owners and drivers were told to be ready to place themselves at the disposal of the authorities in times of emergency; this they were eventually required to do in April. A Decree of February 11 placed all public and private motor transport, owners, drivers, garages, maintenance depots, etc., under military control, and a Department of Military & Economic Motor Transport was formed, with its own officials in every district, and was given the task of drawing up a daily schedule of transport throughout the country.

There has been no direct rail communication with Roumania since the end of December, when the train ferry service across the Danube between Ruschuk and Giurgiu was discontinued. In February the Bulgarian Government mobilised all Danube shipping companies, and this was followed by a 20 per cent. increase in freight rates. Since then transport on the River Danube has been hampered seriously by R.A.F. mining operations.

German Railway Control in Southern Tyrol

Railways in Southern Tyrol, from a few miles north of Verona up to the Brenner, are reported to have passed entirely into German hands. Travellers from other parts of "Neo-Fascist Italy" wishing to enter Southern Tyrol must be provided with a regular passport endorsed by the German Army Command in Italy. North-bound travellers are subjected to a searching inspection at the newly-established frontier and customs station at Borghetto sull' Adige, 27 miles to the north of Verona Porta Nuova Station. Southbound travellers are not subjected to the same procedure. Borghetto was the Italian frontier station up to November, 1918, when Southern Tyrol was an Austrian province.

Hungary and the Racial Laws

As a result of the enforcement of the Hungarian racial or anti-Jewish law since the day Hungary was occupied by the Germans, Jews bearing the yellow star of Solomon have been forbidden to use railway trains, buses, and Danube vessels. Moreover, they may not use or drive any motorcar, motorcycle, taxi, or other means of conveyance, either for their personal conveyance or for the transport of goods. These restrictions do not apply, however, to the Budapest urban and suburban tram and bus services for Jews who have obtained special travel permits for journeys between their homes and places of work. Jews may be granted special travel permits in cases of emergency and illness, but even then they are debarred from using fast trains, high-speed railcars, and sleeping and dining cars.

Croatia

The existence of the Independent State of Croatia under the leadership of Dr. Ante Pavelić was proclaimed by General Slavko Kvaternik on April 10, 1941. Six days later, Pavelić, who had arrived in Zagreb on the 11th, announced the formation of a Government, with himself as Prime Minister and Foreign Minister, and General (later Marshal) Kvaternik, his deputy, as Minister of War. Croatia was proclaimed a Kingdom in May and the Duke of Spoleto, of the Italian Royal House, was invited to ascend the throne. The King-Designate gave his subjects no chance to welcome him, for he never entered Croatia; and, after Mussolini's resignation in July, 1943, he stole a march on Pavelić by abdicating before he could be deposed. The monarchy was abolished in September, 1943. In the latest Government of which details are

available, namely, that appointed last October, Dr. Ante Vokić was the Minister of Transport.

Probably as a result of the changed relations between Croatia and Neofascist Italy, Croatia has withdrawn from the special international agreement concluded in 1942 between Italy and Germany on the one hand and a number of south-eastern countries on the other, establishing special through passenger fares and goods and luggage rates between France and Switzerland, Germany, Italy, Croatia, Serbia, Greece, Bulgaria, Roumania, and Turkey. The withdrawal of the Croatian State Railways, applying also to transit traffic, became operative on January 1 last.

Brazilian Motor Traffic Restrictions

Additional restrictions on motor traffic have been imposed in Brazil as a result of the shortage of motor fuel. The carriage of persons and conveyance of goods by motor vehicle has been limited to exceptional cases, and the long-distance conveyance of goods by motor lorry is forbidden if an alternative route by railway is available. Any distance beyond 93 miles is included in this provision. Exceptions may be granted for the conveyance of perishable goods.

Chicago Limits Ticket Commissions

On February 9, the City Council of Chicago, in response to a request from the late Mr. J. B. Eastman, Director of the Office of Defense Transportation, took action to bring within the Brokers' License Ordinance ticket agents and other dealers in transport facilities, and to prohibit them from charging more than \$1 commission on the sale of tickets or reservations for any one single journey. As described on page 478 of *The Railway Gazette* of May 5, these steps are being taken to combat "black market" dealings in railway tickets and accommodation, and mayors of 103 other American cities have been requested to take similar action.

Aluminium in American Motorbus Construction

Early in the war the War Production Board of the United States laid down restrictions on the use of aluminium in building motorbuses, to conserve the maximum possible supply of that metal for aeroplanes and other war purposes. As there is more aluminium now available, however, on December 4 the W.P.B. issued an amendment of Supplementary Order No. M-1-i, whereby the ban is lifted. It is expected, by substituting aluminium for heavier metals, to provide additional passenger space while at the same time reducing the total weight of the vehicle, to save in petrol consumption, and to ease the wear of tyres, which in its turn may make possible an increased use of synthetic rubber in the manufacture of bus tyres.

Forecasting the End of the War

Expectation of the possibility that the war "may end at a reasonably early date," and a claim that it is entitled in this way to "take judicial notice of the progress of the war in Europe," has entered into the finding of Division 4 of the United States Interstate Commerce Commission on an application by the Chicago, Burlington & Quincy Railroad to abandon two lines in Iowa. The I.C.C. laid it down, however, that its certificate would not become operative until one year from the date that it was given—the beginning of March, 1944—in order that undue hardship might not be caused to affected communities that might experience difficulty in securing alternative lorry service. Protection was also extended to dis-

placed employees for two years after the date of closure. The lines concerned extend for 58 miles from Humeston to Clearfield, and for 27 miles from Merle Junction to Clarinda.

U.S.A. Road Vehicle Production

The Transportation Equipment Division of the U.S.A. War Production Board has prepared its programme for the production of road vehicles in 1945. It comprises 69 tramcars, 348 trolleybuses, 10,392 buses, and 13,100 bus bodies. The office of Defense Transportation is the principal claimant for these vehicles; Canada requires a small quantity of each type of vehicle. The U.S.A. Army, Navy, Maritime Commission, and the Foreign Economic Administration are in need of the bus bodies.

Cancelling U.S.A. Suburban Trains

In mid-February, the Central Railroad of New Jersey sought from the Office of Defense Transportation of the United States permission to take off a number of suburban trains used by season-ticket holders, in view of the shortage of train and engine-crews for handling the record volume of war traffic. The O.D.T. granted the required permission, and later ratified its decision in an Order to the railway, directing the cancellation of the services, which became effective on March 12. The total number of trains affected was 68, operating chiefly in the Jersey City-Newark-Elizabeth triangle, in the Greater New York area.

No Extra Trains for Kentucky Derby

In the United States one of the biggest sporting events of the year is the Kentucky Derby, which forms part of a race meeting at Louisville, Kentucky, that annually attracts spectators from many parts of the country. In the last peacetime year, 23 special trains, composed of 276 Pullmans and passenger coaches, were needed to supplement the normal train service, in order to handle the racegoers from distant points. As in 1943, however, by direction of the Office of Defense Transportation, no extra trains nor extra cars were run, and as far as possible attendance at the race meeting was limited to residents in Louisville and the vicinity.

Railway Commandeering in the U.S.A.

The Reading Railroad is one of the relatively few railway systems in the U.S.A. which have been taken over by the Federal Government on three different occasions; first by President Lincoln, then by President Wilson, and recently for a short period by President Roosevelt. Each time the system was later returned to its private owners. The Army order issued 80 years ago has a modern sound. A photographic copy of this ink-written document is included in the fine collection of Reading Railroad material possessed by Mr. John Gibb Smith, Jr., former Assistant Supervisor of Track, Reading Company, Atlantic City Railroad, 6701 N. 12th St. Philadelphia, 26, Pa. The text of the letter is as follows:

Headquarters—Philadelphia, Pa.
July 11, 1864

Charles E. Smith,
President, Reading RR.

Sir,—The Reading Rail Road and its branches are hereby seized for the Military Service of the United States. Its operations will be conducted under my directions solely for Military purposes, until further orders.

G. W. Cadwalader,
Major General, Commanding.

We are indebted to our U.S.A. contemporary, the *Railroad Magazine*, for the wording of this Order of 80 years ago.

G.W.R. Housing Activities

Apart from advancing £1,400,000 repayable on easy terms to enable 3,300 employees to purchase their homes, garden villages have been established on various parts of the system. The London society, comprising 1,050 houses on estates at Acton and Hayes, upon which more than £500,000 has been expended, was incorporated on June 6, 1923, and on the twenty-first anniversary the Hon. Sir Edward Cadogan, Acting Chairman of the Great Western Railway Company, inspected the Acton Estate and congratulated the Committee of Management, consisting of employee-tenants, some of whom have served for the full twenty-one years.

Lord Portal, Minister of Works, Sir Edward T. Campbell, Bart., M.P., and Wing-Commander R. Grant-Ferris, M.P., Parliamentary Private Secretaries to the Ministers of Health and Town & Country Planning respectively, were present and expressed appreciation of the Garden Village Estate. In addition to Sir James Milne (General Manager), Mr. F. R. E. Davis (Secretary), and several principal Officers of the company, the Mayor of Acton (Councillor W. Forbes), Mr. H. C. Lockyer (Town Clerk), Mr. F. W. Slight (Engineer), and Mr. Reginald Browne (Secretary of the National Federation of Housing Estates) attended.

The Welsh Town Planning & Housing Trust Limited, which undertakes the administrative and technical services for the Great Western Societies, were represented by Mr. F. C. Hockridge (Chairman of the Great Western (London) Garden Village Society) and Mr. Ewart Davies (Directors), Mr. T. Alwyn Lloyd (Architect), Mr. E. Hall Williams (Secretary), and Mr. G. M. Copland (Assistant Secretary of the London Society).

Mr. Hockridge, in welcoming the visitors, expressed the view that no better example of what could be achieved by full co-operation could be found than the Garden Village Society. All those parties

who had contributed to its success were represented at the anniversary proceedings, namely, directors, officers and employees, Government, Local Authorities, technical and administrative staff. He referred specially to the services rendered by the late Mr. F. W. Showers and mentioned that Mr. Glenister, Deputy Chairman and Mr. G. Timpleman had served on the Committee of Management for the full twenty-one years.

Sir Edward Cadogan expressed keen appreciation of the energy and enthusiasm which had been displayed in making the housing scheme so conspicuous a success and assured the Committee of Management that the Directors would continue to foster their efforts.

Lord Portal said he would be very glad if, after the War, houses could be built at an economic rent and of the same type that he had inspected. The scheme was a great example of co-operation by the various people on the Great Western Company who had contributed to its success.

Sir Edward Campbell apologised for the absence of the Minister of Health and expressed appreciation of the variation in the type of house. He had inspected the inside of two houses. They were completely different but both of them were simply beautiful and this appealed to him as an ordinary man who had the advantage of seeing over so many types of houses.

Wing-Commander R. Grant-Ferris said he had thoroughly enjoyed seeing the estate and emphasised that it was to make this sort of thing all over England that his Ministry existed. He advocated a maximum density of twelve houses to the acre so as to preserve such beautiful amenities as existed on the Acton Estate.

Mr. C. H. Glenister, on behalf of the Committee, said that many of the tenants came from most appalling conditions and the Committee considered itself fully recompensed by the sentiments expressed by the tenants at their new homes. The Committee was proud of its achievements during the past twenty-one years.

Parliamentary Notes

L.N.E.R. Bill

The Lords amendments to the London & North Eastern Railway Bill were considered in the House of Commons on June 8, and agreed to.

L.M.S.R. Bills

The London Midland & Scottish Railway Bill and the London Midland & Scottish Railway (Canals) Bill were read the third time and passed in the House of Lords on June 6.

Both Bills were given a first reading in the House of Commons on June 6 and referred to the Examiners of Petitions for Private Bills.

Questions in Parliament

Annual Revenue of Railways

Captain L. F. Plugge (Chatham—C.) on June 7 asked the Parliamentary Secretary to the Ministry of War Transport whether he could now make any statement as to the amount of money retained by the Government from traffic returns of 1943, after paying the railway companies the rental of £38,000,000; and how this compared with the figures for 1942 and 1941.

Mr. Noel-Baker in a written answer stated: I would refer Captain Plugge to Command Papers 6349, 6436, and 6512. These Papers set out the information he requires for the years 1941, 1942, and 1943 respectively. The annual sums payable to the controlled undertakings, including the London Passenger Transport Board, amount in the aggregate to £43,468,705.

Facilities for Members of Parliament

Dr. Russell Thomas (Southampton—Lib. Nat.) on June 7 asked the Parliamentary Secretary to the Ministry of War Transport if he was aware that Members of Parliament travelling between their constituencies and Westminster were finding difficulty in securing accommodation in trains; and what steps he was taking to see that Members were given travel facilities.

Mr. Noel-Baker: I am, of course, regretfully aware that the cancellation of trains without notice has caused inconvenience to passengers, but I have received no other complaints that Members are finding undue difficulty in travelling between Westminster and their constituencies. The Minister of War Transport has arranged that some seats shall be reserved on one train every day in each direction on a few routes where overcrowding is likely to be greatest. The seats will be available at terminal stations only; they will be given to persons travelling on urgent national business which cannot be postponed. They will be allocated in accordance with the priority scheme which already applies to berths in sleeping cars.

Dr. Thomas: Is the Parliamentary Secretary aware that in long distance trains, from my experience, whole first-class carriages are locked and reserved and marked "not for public use"? Would he say for whom this comfortable method of travel in these hard times is reserved?

Mr. Noel-Baker: There are very strict rules about the locking of compartments and reservations.

Mr. S. S. Silverman (Nelson & Colne—Lab.): Is the Parliamentary Secretary not aware that those very strict rules about the locking of compartments are consistently ignored by the railway companies everywhere in the country?

Mr. Noel-Baker: No, Sir. I have had certain examples brought to my notice



A group outside the estate office. Left to right: Mr. F. C. Hockridge, Mr. T. Alwyn Lloyd (Architect to the Society), Sir Edward Campbell, Mr. Ewart Davies, Sir Edward Cadogan, Mr. F. W. Lampitt, Lord Portal, Sir James Milne. (See article above)

and I have looked into every one. The occasional infractions are very rare.

Sir Herbert Holdsworth (Bradford South—Lib. Nat.): Would it not be possible for Members to reserve seats?

Mr. Noel-Baker: I hope the proposal for reserved seats on some routes will help.

(See editorial article, page 611)

Travel Permits

Mr. W. F. Higgs (Birmingham West—C.) on June 7 asked the Parliamentary Secretary to the Ministry of War Transport if he would introduce a permit system for train travellers forthwith.

Mr. Noel-Baker: As I have said in answer to previous questions, the introduction of a permit-system for railway passengers would require the creation of a huge organisation, and an increase of staff out of all proportion to the advantages which would be obtained. For that reason, I regret that I cannot adopt Mr. Higgs' proposal.

Mr. Higgs: Is the Minister aware of the large amount of unnecessary travel which is taking place, and is he not going to take any steps at all to reduce it? Is he further aware that other commodities far more difficult to ration than travel have been rationed; and is not his Ministry as capable as other Ministries?

Mr. Noel-Baker: I think that very few people now travel for fun. No one has yet succeeded in devising a permit system for railway travel. If Mr. Higgs can do so, I should be very glad to consider it.

Mr. J. J. McGovern (Glasgow, Shettleston—I.L.P.): Is the Parliamentary Secretary aware that a permit system would add greatly to the duties of Members of Parliament, who would be inundated with requests?

Sir Herbert Williams (South Croydon—C.): Is the Parliamentary Secretary aware that one of my constituents was told to go all the way back to his unit to be demobilised? What his journey really necessary?

Mr. Higgs: In view of the Minister's last reply, will he grant me an interview?

There was no reply to these questions.

(See editorial note, page 609)

Cancelled Railway Trains

Mr. Edgar Granville (Eye—Ind.) on June 6 asked the Parliamentary Secretary to the Ministry of War Transport, if he would take steps to increase the arrangements for informing passengers at the enquiry offices of the main-line London railway stations of train cancellations.

Mr. P. J. Noel-Baker: I regret that it is not practicable in present circumstances to provide additional staff or telephone facilities for the purpose.

Mr. Rhys Davies (Washington—Lab.) on June 7 asked the Parliamentary Secretary to the Ministry of War Transport, whether he was aware of the chaos caused at certain railway stations consequent on the failure of the companies to give adequate notice of the cancellation of trains.

Mr. Noel-Baker: I do not accept Mr. Rhys Davies' assertion that there has been chaos at railway stations. The public was specifically informed on May 16 that trains would be cancelled without notice. For security reasons, the Government has not allowed the railway companies to publish the details of the cancellations that are made. Lists of the trains that will not run are, however, posted at the stations.

Mr. J. H. Wootton-Davies (Heywood & Radcliffe—C.): Why did not the Parliamentary Secretary adopt the suggestion by the railway companies that they should keep their winter timetables in being?

Mr. Noel-Baker: There were the strongest possible reasons, as I shall be glad to explain to Mr. Wootton-Davies.

Notes and News

Assistant Accountant Required.—The Gold Coast Government Railway requires the services of an Assistant Accountant. Details are given in our Official Notices on page 631.

Signal and Tablet Inspector Required.—The Sudan Government Railways require the services of a Signal & Tablet Inspector. Details are given in our Official Notices on page 631.

Lisbon-Tangiers Air Service.—During 1943, 101 flights were effected on the Lisbon-Tangiers air route of the Companhia Aerea Portuguesa, aggregating a total flying time of 167 hours. The mileage flown was 29,675 miles; 803 passengers were carried; and 34 tonnes of goods conveyed.

Road Accidents in April, 1944.—The return issued by the Ministry of War Transport of the number of persons reported to have died, or to have been injured, as a result of road accidents in Great Britain during the month of April last shows 567 deaths (compared with 396 in April, 1943), 2,891 seriously injured (compared with 2,221 in April, 1943), and 7,039 slightly injured (compared with 6,137 in April, 1943).

Canadian Pacific Railway.—Gross earnings in April, 1944, were \$25,753,000, an increase of \$1,707,000 over April, 1944. Working expenses increased from \$20,255,000 to \$21,848,000, and the net earnings of \$3,905,000 were \$114,000 higher. Aggregate gross earnings from January 1 to April 30, 1944, amounted to \$100,601,000, an increase of \$13,273,000 over the first four months of 1943, and the aggregate net earnings of \$13,672,000 showed an improvement of \$1,204,000.

Heavy Traffics in Salvador.—Commercial goods transport by railway in Salvador was about 55 per cent. above normal during 1943, and about one third greater than in 1942. Much of this is attributable to the curtailment of road transport. The two railways in Salvador in 1938 conveyed about 350,000 tons; in 1943 the figure was approximately 540,000 tons. These railways, both of 3-ft. gauge, are owned by the International Railways of Central America and the Salvador Railway. They were described in our issue of March 26, 1943, page 333.

Permanent Way Institution.—By the courtesy of Mr. W. K. Wallace, Chief Engineer, L.M.S.R. and by the arrangement of the Resident Engineer, Mr. W. F. Beatty, members of the Manchester & Liverpool section of the Permanent Way Institution will visit Whalley Viaduct on Saturday, June 24. There will be an opportunity for seeing work in progress on the viaduct which will include the underpinning of defective piers, refacing the arches of the viaduct, and piling work. Members will assemble at Whalley Station at 2.30 p.m.

South African Railway Surplus.—In the House of Assembly on June 1, the South African Minister of Transport, Mr. Sturrock, said that in his railway budget speech he had forecast a surplus of £522,000 at the end of the financial year. It had since become obvious that his estimate was going to prove over-optimistic. Since his speech there had been a series of monthly losses and as a result he now estimated the surplus at £192,000. "For the forthcoming year I am budgeting for a deficit," he added. Asked to give some explanation of the greatly changed position, the Minister said that in his budget speech he had referred

to the red lights ahead for the railways and the difficulties caused by mounting expenditure. "Expenditure has mounted enormously and at present we are paying £5 million a year in cost of living alone," he said, according to Reuters.

Thos. W. Ward Limited.—The business of John Smith (Keighley) Limited, manufacturers of cranes and stoneworking machinery, has been acquired by Thomas W. Ward Limited, of Sheffield. The following directors have been appointed:—

British and Irish Railway Stocks and Shares

Stocks	Highest 1943	Lowest 1943	Prices	
			June 13, 1944	Rise/ Fall
G.W.R.				
Cons. Ord.	65½	57½	61½	—
5% Con. Pref.	120½	108	119½	—
5% Red. Pref. (1950) ..	110½	106	106	—
5% Rt. Charge	137½	123½	133½	—
5% Cons. Guar.	135½	121½	131½	—
4% Deb.	118	107½	115	—
4½% Deb.	119	107½	116½	—
4½% Deb.	124½	116	121½	—
5% Deb.	138	127	133½	—
2½% Deb.	77	72½	75½	—
L.M.S.R.				
Ord.	34½	28	32½	+ ½
4% Pref. (1923)	66½	58	62	+ ½
4% Pref.	80½	73	80	—
5% Red. Pref. (1955) ..	105½	102	103½	—
4% Guar.	107	98½	103½	—
4% Deb.	109½	103½	107½	—
5% Red. Deb. (1952) ..	111½	108	109½	—
L.N.E.R.				
5% Pref. Ord.	12½	7½	9½	+ ½
Def. Ord.	58	3½	4½	+ ½
4% First Pref.	66½	57½	62	+ ½
4% Second Pref.	36½	30½	34½	—
5% Red. Pref. (1955) ..	99½	93	100½	—
4% First Guar.	102½	94	100½	—
4% Second Guar.	93½	85½	92	—
3% Deb.	86½	78½	83½	—
4% Deb.	109½	101½	105½	—
5% Red. Deb. (1947) ..	106½	102	103½	—
4½% Sinking Fund Red. Deb.	108	103½	105½	—
SOUTHERN				
Pref. Ord.	80	72½	79	— ½
Def. Ord.	26½	20½	25½	—
5% Pref.	119½	106½	118½	—
5% Red. Pref. (1964) ..	114	108½	114½	—
5% Guar. Pref.	136	122	131½	—
5% Red. Guar. Pref. (1957)	117	109½	114½	—
4% Deb.	117½	106	112	—
5% Deb.	137	126	132½	—
4% Red. Deb. (1962- 67)	112	106½	109½	—
4% Red. Deb. (1970- 80)	112	107	109½	— ½
FORTH BRIDGE				
4% Deb.	109	104½	105	—
4% Guar.	105	102½	103½	—
L.F.T.B.				
4½% "A"	125½	114	121½	—
5% "A"	133½	123	130½	—
3% Guar. (1967-72) ..	100½	97	99	—
5% "B"	124	114	121½	—
5% "C"	72	53	72	—
MERSEY				
Ord.	34½	27	33½	—
3% Perp. Pref.	69	59½	69	—
4% Perp. Deb.	104	102½	103	—
3% Perp. Deb.	83	78½	79	—
IRELAND* BELFAST & C.D.				
Ord.	9	6	8½	—
G. NORTHERN				
Ord.	24½	16	25	+ ½
Pref.	—	—	43	—
Guar.	—	—	65½	—
Deb.	—	—	86½	—
G. SOUTHERN				
Ord.	30	9½	50	— 4½
Pref.	30	11	50	— 5½
Guar.	64	26½	68½	— 2
Deb.	88½	51½	93	—

* Latest available quotations \$ ex-dividend

OFFICIAL NOTICES

Overseas Employment

ASSISTANT ACCOUNTANT required by the Government of the Gold Coast for the Railway Department for one tour of 12 to 24 months with possibility of permanency. Salary £400 rising to £720 a year. Separation allowance for married men is £128 on £400. Free passages and quarters. Candidates must have a thorough knowledge of bookkeeping in all its branches with practical experience in railway accounting work, preferably on a home railway, and be capable of taking full charge of any of the separate sections of a railway accounting organisation.

Applications in writing (no interviews), stating date of birth, full details of qualifications and experience, including present employment; also identity and National Service or other registration particulars, and quoting Order No. O.S.161, should be addressed to the Ministry of Labour and National Service, Appointments Department, Sardinia Street, Kingsway, London, W.C.2.

OVERSEAS EMPLOYMENT.—SUDAN GOVERNMENT RAILWAYS require the services of a **SIGNAL AND TABLET INSPECTOR**, preferably unmarried. Candidates should have had workshop and outdoor experience in the maintenance and renewal of signalling installations, tablet, telephone and telegraph instruments. They should also have some knowledge of train control apparatus and be able to prepare signal diagrams, interlocking table and working charts. The candidate, on appointment, will be required to take charge of a district and Sudanese staff under him. He must possess personality and tact and aptitude for control of staff. Starting rate of pay £E.324-360 per annum (£E.1 = £1 0s. 6d.) according to age and qualifications, with increases in accordance with Government Scales, viz., £E.324-360-396-432-480-540-600-660-720-780, increases being biennial up to £E.660 and thereafter triennial. First increase subject to passing Arabic examination. Successful candidate will be appointed on Probationary Contract for two years with a view to permanent pensionable service and will subscribe to the Provident

Fund during the probationary period, after which, if accepted to serve towards pension, his contributions will be transferred to the Pension Fund. Free passage on appointment. Strict medical examination. At present there is no income tax in the Sudan. Written applications (no interviews), giving full details of age, National and Armed Forces Registration numbers, qualifications, experience and name and address of present employers, should be sent to the Secretary, Overseas Manpower Committee (Ref. 957), Ministry of Labour and National Service, Alexandra House, Kingsway, London, W.C.2. Applications will NOT be formally acknowledged.

OFFICIAL ADVERTISEMENTS intended for insertion on this page should be sent in as early in the week as possible. The latest time for receiving official advertisements for this page for the current week's issue is 9.30 a.m. on the preceding Monday. All advertisements should be addressed to:—*The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

Messrs. Frank R. Stagg (Chairman), James Bussey, G. Albert Smith, W. H. Sharp, and C. A. Lee.

Buenos Ayres & Pacific Railway Co. Ltd.—Interest is to be paid on the 4½ per cent. consolidated debenture stock for the half-year to December 31, 1939.

Public Transport Association Luncheon.—Lord Leathers, Minister of War Transport, will be principal guest at the first anniversary luncheon of the Public Transport Association, to be held at the Savoy Hotel, London, on July 14.

Ransomes & Rapier Limited.—Trading profit for the year 1943 was £165,927 (£195,798). After charging £34,606 (£71,039) for taxation, £39,324 (£28,861) for maintenance, £19,607 (£19,597) for depreciation, £6,876 (£8,067) for A.R.P., allotting £28,415 (£26,339) to pensions, employees' bonus, etc., and making provision for debenture interest and other expenses, there was a net profit of £25,186 (£26,008). Allocations are made of £7,500 (£5,000) to general reserve and of £1,652 (£2,292) for war damage. Final dividend on the ordinary shares is 4 per cent. tax free, making 6 per cent. tax free for the year (same). The carry forward is £3,168 (£3,483).

New Rand Coal Line.—A third reading has been given in the South African House of Assembly to a Bill to authorise the construction of a railway, 27 miles in length, from Oogies to Vandyksdrift, in the Witbank region, at a cost not to exceed £495,500. The line is to serve a new colliery of the Anglo-American Corporation of South Africa Limited and the Douglas colliery belonging to the Transvaal & Delagoa Bay Investment Co. Ltd. The Anglo-American Corporation guarantees to cover any operating losses which may occur during the next 25 years, and depreciation and three-fifths of the construction cost until the yearly traffic shall exceed 3,000,000 tons.

Dunlop Rubber Co. Ltd.—Net profit for the year 1943 was £2,765,797, and £627,586 was brought in, making £3,393,383 available for appropriation. The directors recommend provision for E.P.T. liability, 1943, including adjustment of previous year's provisions and less amount charged to certain subsidiary companies £869,201, provision for income tax 1943-44 liability, including adjustment of previous year's provisions (less £700,000 reserve provided in 1942) £122,550, transfer to special reserve against investments in and advances to subsidiary companies £250,000. Preference dividends paid for 1943, less tax at 9s. 4d., amount to £200,000, and the directors

recommend a dividend of 8 per cent. (same) on the ordinary stock, less tax at 9s. 1·2079d., which will absorb £363,298, leaving £644,369 to be carried forward.

Argentine Great Western Railway Co. Ltd.—Announcement is made of the payment of interest on the 5 per cent. debenture stock for the half-year to March 31, 1940.

Wage Increase for Bus Workers.—Approximately 90,000 bus workers are to receive a 5s. war increase in wages. On June 1 the National Council for the Omnibus Industry, dealing with company-owned undertakings in England and Wales, recommended that the war wage be increased by 5s. a week for adult workers and a proportionate increase for junior grades. The increase is to apply from the first full pay week after May 18.

Pease & Partners Limited.—The directors announce that they have during the year to March 31, 1944, accepted an offer for the sale of all the company's main line railway wagons. The surplus of proceeds in excess of book value, amounting to £199,625, has been added to general reserve account. Suitable arrangements have been made for supplies of railway wagons to meet the company's requirements in the event of requisitioning ceasing. Trading profit for the year, including interest, etc., and deducting directors' fees, was £361,157 (£395,964), and £307,565 was brought in. Provision for depreciation takes £70,000 (same) and for taxation takes £32,500 (£65,000), and £40,000 (same) is added to reserve for renewals. The dividend on the ordinary shares is again 8 per cent., less tax, and £308,130 is carried forward.

Maldstone & District Motor Services Limited.—This subsidiary of the Southern Railway Company and of B.E.T. Omnibus Services Limited (jointly) earned in the year to March 31, 1944, traffic receipts and other income amounting to £1,219,877 (£1,199,455). Operating expenses, etc., absorbed £644,690 (£616,926), rates and taxes £334,831 (£330,157), fuel and Road Acts duties £89,910 (£94,048), and depreciation and renewals £65,379 (£74,980). After providing for other charges there is a balance on profit and loss account of £71,046 (£70,682). Adding £37,352 brought in makes £108,398 (£106,039) available for appropriation. General reserve gets £20,000 (same), and the total distribution for the year on the ordinary shares is maintained at 11½ per cent., less tax, being 10 per cent. dividend and 1½ per cent. bonus, leaving £39,711 to be carried forward.

Contracts and Tenders

A decree has been signed in Chile allocating 2,000,000 pesos for the purchase of rails for the completion of the Antofagasta-Saltas Railway, reports Reuter.

Below is given a list of orders placed recently by the Egyptian State Railways:—

English Steel Corporation Limited: Taps.
William Ridgway & Sons Ltd.: Augers.
George Salter & Co. Ltd.: Springs.
Skefko Ball Bearing Co. Ltd.: Roller Bearings.
General Electric Co. Ltd.: Cut-outs, cable, lampholders.
Holophane Limited: Glass globes.
Arthur Balfour & Co. Ltd.: Hacksaw and knife blades.
Joseph Thompson (Sheffield) Limited: Saws.
Ministry of Supply: Zinc ingots.
Moore & Wright (Sheffield) Limited: Calipers.
Taylor Bros. & Co. Ltd.: Axles.
Jicwood Limited: Plywood.
Consolidated Pneumatic Tool Co. Ltd.: Tube expanders.
Vacuum Brake Co. Ltd.: Locomotive spares.
Edgar Allen & Co. Ltd.: Axlebox liners.
Sentinel Waggon Works (1936) Limited: Steam railcar spares.
Kendall & Gent (1920) Limited: Dies.
British Electric Resistance Co. Ltd.: Resistances.
Lehmann, Archer & Lane Limited: Machine tape.
North British Locomotive Co. Ltd.: Locomotive spares.
Evershed & Vignoles Limited: Megger testers.
Norton Grinding Wheel Co. Ltd.: Grinding stones.
Turret Grinding Wheel Co. Ltd.: Grinding wheel.
Joseph Steel & Sons Ltd.: Springs.
Tubes Limited: Steel tubes.
Thomas Locker & Co. Ltd.: Woven wire cloth.
British Ropes Limited: Wire rope.
Bruntons (Musselburgh) Limited: Wire.
British Insulated Cables Limited: Lead sleeves.
Birmingham Battery & Metal Co. Ltd.: Metal bars.
Broughton Copper Co. Ltd. (I.C.I. Metals Limited): Brass tubes.
Thomas Bolton & Sons Ltd.: Bars and rods.
Rylands Bros. Ltd.: Wire.
Standard Telephones & Cables Limited: Automatic voltage regulators.
Ericsson Telephones Limited: Protectors.

Forthcoming Meetings

June 28 (Wed.).—Institution of Railway Signal Engineers, at the Institution of Electrical Engineers, Savoy Place, London, W.C.2, 6 p.m. "Coded Track Circuits" by Messrs. J. P. Coley and R. M. Macgregor.

Railway Stock Market

Encouraged by the war news, the undertone of stock markets has been good, with British Funds steady and a further general advance in industrial shares which continued to attract attention on hopeful views of post-war dividend prospects. With business centred on industrials, however, home rails and various other sections of markets showed little increase of activity. There was a good deal of speculative buying of European bonds, and among other "invasion stocks" French railway sterling issues showed further rises on balance, although profit-taking prevented earlier gains from being fully held. Optimistic talk of the possibility of resumption of payments on French railway bonds before the end of the war accompanied the rise in price; but this is considered unlikely in responsible quarters. Argentine railway securities showed no very decided tendency, although the expected large increase in post-war exports from South America for the rehabilitation of Europe would appear to give the Argentine railways prospects of much better results.

The recent revival of talk of the possibility of acquisition of the railways by the Argentine Government has had little effect on market prices. Nevertheless, it probably had a restraining influence on demand. This no doubt accounts for the fact that Argentine railway stocks have shown little response to the surrounding buoyancy of markets, although it can be taken for granted that

in the event of any move for acquisition of the railways, the British Government would see to it that terms offered to stockholders would be reasonable.

Home railway junior stocks provided a contrast to the strong upward movement in industrial equity shares, and again showed little change on balance, the large yields failing to attract increased demand, despite the assured dividend basis under the control agreement. It is generally agreed that the interim dividend decisions are likely to be the same as a year ago, when the Great Western interim was 2 per cent., that on Southern preferred 2½ per cent. and that on L.N.E.R. second preference 1 per cent. The Southern is precluded by its articles from making an interim payment on its deferred stock. There was no interim last year on L.M.S.R. ordinary, and none is expected this year. Nevertheless, there are good prospects of total payments on the above-mentioned stocks being fully maintained, even allowing for the belief that allocations to contingencies reserves are likely to be continued so long as there is an element of uncertainty as to the basis on which the railways will be reimbursed in respect of special wartime wear and tear of plant and equipment; and that in the case of the L.M.S.R. and L.N.E.R. maintenance of dividends would apparently mean that revenue from sources outside the fixed rental would have to be at the same level as in 1943.

Compared with a week ago, Great

Western ordinary has eased from 61½ to 61½; the 5 per cent. preference was maintained at 119½, the guaranteed stock at 132, and the 4 per cent. debentures at 115. L.M.S.R. moved back from 32½ to 32½, and the senior preference from 80½ to 79½, although the 1923 preference at 62 was maintained on balance, and the guaranteed stock remained at 103½.

L.N.E.R. deferred and preferred eased to 4½ and 9½ respectively, the second preference from 34½ to 34½, although the first preference kept at 62. L.N.E.R. guaranteed stocks were maintained in price. Among Southern issues, the deferred at 25½ was fractionally lower, and the preferred moved back from 79½ to 79½. As in the case of the main line junior stocks, there was very little selling of London Transport "C" but in the absence of improved demand, the price eased from 72 to 71½.

Among Argentine rails, B.A. Gt. Southern ordinary improved slightly to 11½, and the 5 per cent. preference from 24 to 25. Debentures tended to move better, particularly those of the Central Argentine whose 5 per cents. were 57, compared with 54 a week ago. Elsewhere, San Paulo ordinary kept at 54. United of Havana 1906 debentures eased to 28, but Leopoldina debentures were better at 54. Canadian Pacifics were aided by the traffics, and further strengthened to 16½. Among French railway bonds Nord at 70 and Orleans 59 lost part of earlier gains.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ending	Traffic for week		No. of Weeks	Aggregate traffic to date			Shares or stock	Prices					
			Total this year	Inc. or dec. compared with 1942/3		Totals		Increase or decrease		Highest 1943	Lowest 1943	June 13, 1944	Yield % (See Note)		
						1943/4	1942/3								
South & Central America															
Antofagasta (Chile) & Bolivia	834	4.6.44	29,690	+	£ 1,140	23	£ 642,560	£ 623,920	+	£ 18,640	Ord. Stk.	15½	10	10½	NII
Argentine North Eastern	753	3.6.44	15,942	+	1,788	49	713,952	607,068	+	106,884	"	7½	5	5	NII
Bolivar	174	May, 1944	5,459	-	206	21	26,518	27,546	-	1,028	6 p.c. Deb.	22½	13	14	NII
Brazil	...	...	...	...	...	...	...	...	...	Bonds	23½	19	16½	NII	
Buenos Ayres & Pacific	2,807	3.6.44	109,800	+	17,700	49	5,287,560	4,878,780	+	408,780	Ord. Stk.	8½	5½	6½	NII
Buenos Ayres Great Southern	5,080	3.6.44	152,760	+	10,320	49	8,586,120	7,867,260	+	718,860	Ord. Stk.	17½	9½	11½	NII
Buenos Ayres Western	1,930	3.6.44	66,060	+	16,620	49	2,757,960	2,643,960	+	114,000	"	16	9½	10½	NII
Central Argentine	3,700	3.6.44	152,514	+	26,106	49	7,455,324	6,422,076	+	1,033,248	"	10½	6½	8½	NII
Do.	...	...	...	...	...	...	...	...	...	Dfd.	4½	3	4	NII	
Cent. Uruguay of M. Video	972	27.5.44	31,160	-	8,746	48	1,623,203	1,424,091	+	199,112	Ord. Stk.	7½	4½	4½	NII
Costa Rica	262	Apr., 1944	25,389	+	7,380	42	225,154	150,966	+	74,188	Stk.	16	12½	15	NII
Dorada	70	May, 1944	25,744	+	3,805	21	123,083	98,259	+	24,824	1 Mt. Db.	96	92	93½	6½
Entre Rios	808	3.6.44	20,202	+	618	49	953,240	866,496	+	86,754	Ord. Stk.	9	5½	5	NII
Great Western of Brazil	1,030	3.6.44	21,500	+	8,800	23	492,200	354,200	+	138,000	Ord. Sh.	59/9	24/4½	33/9	NII
International of Cl. Amer.	794	Apr., 1944	\$651,727	+	88,267	16	\$2,985,369	\$2,665,812	+	\$319,557	1st Pref.	2½	1½	1	NII
Interoceanic of Mexico	...	...	...	...	...	...	...	...	...	5 p.c. Deb.	90	80	81½	NII	
La Guaira & Caracas	22½	May, 1944	8,707	-	813	21	38,153	45,395	-	7,242	Ord. Stk.	7½	4	5	NII
Leopoldina	1,918	3.6.44	47,351	+	16,283	23	1,017,047	723,789	+	293,258	Ord. Stk.	1½	1	1	NII
Mexican	483	31.5.44	ps. 779,600	+	ps. 95,800	22	ps. 9,300,000	ps. 7,992,500	+	ps. 1,307,500	Ord. Stk.	1½	1	1	NII
Midland Uruguay	319	Apr., 1944	15,425	-	1,909	42	171,193	152,948	+	18,245	"	...	...	...	...
Nitrato	382	31.5.44	6,330	-	559	22	81,870	62,039	+	19,831	Ord. Sh.	83/9	71/3	68/9	NII
Paraguay Central	274	2.6.44	\$63,410	-	\$510	23	\$2,524,352	\$2,027,290	+	\$497,062	Pr. Li. Stk.	75	51½	73½	7½
Peruvian Corporation	1,059	May, 1944	123,501	+	30,562	48	1,209,296	940,331	+	268,965	Pref.	17½	10½	11½	NII
Salvador	100	Mar., 1944	c 174,000	+	c 34,000	38	c 1,158,000	c 912,000	+	c 246,000	Ord. Stk.	71	57	54½	3½
San Paulo	...	...	...	...	...	...	...	...	...	Ord. Sh.	37/6	20/-	17/6	NII	
Taltal	160	May, 1944	5,140	+	2,750	48	59,800	46,206	+	13,594	Ord. Stk.	8½	3½	3	NII
United of Havana	1,301	3.6.44	46,370	+	14,381	49	2,802,294	2,516,217	+	286,077	"	...	...	...	...
Uruguay Northern	73	Apr., 1944	1,464	+	8	42	14,730	14,105	+	625	"	...	...	...	...
Canada															
Canadian Pacific	17,034	31.5.44	1,858,400	+	211,200	22	25,583,600	22,306,630	+	3,277,000	Ord. Stk.	18	13½	16	NII
India															
Barsi Light	202	Mar., 1944	25,425	+	2,332	52	263,025	220,695	+	42,330	"	...	...	...	...
Bengal-Nagpur	3,267	Mar., 1944	1,036,350	+	125,175	11	12,526,575	11,211,375	+	1,315,200	Ord. Stk.	104½	101½	108½	3
Madras & Southern Mahratta	2,939	Mar., 1944	358,125	+	7,925	52	10,447,866	8,913,941	+	1,533,924	"	...	...	...	...
South Indian	2,349	20.12.43	199,410	+	24,449	37	5,321,558	4,562,445	+	750,113	"	...	...	...	...
Various															
Egyptian Delta	...	20.4.44	20,399	+	6,556	4	603,664	458,496	+	145,168	Prf. Sh.	6½	2½	4	NII
Manila	...	...	...	...	...	...	...	...	...	B. Deb.	45	32	40	8½	
Midland of W. Australia	277	Feb., 1944	21,583	-	6,758	33	245,504	252,708	-	7,204	Inc. Deb.	101	93	99½	6
Nigerian	1,900	26.2.44	77,452	+	4,782	34	3,792,517	3,262,161	+	530,356	"	...	...	...	...
South Africa	13,291	5.2.44	906,790	+	63,914	46	37,522,295	34,935,498	+	2,586,797	"	...	...	...	...
Victoria	4,774	Dec., 1943	1,414,598	+	101,765	...	...	...	...	"	...	...	...	...	...

Note. Yields are based on the approximate current price and are within a fraction of ¼. Argentine traffics are given in sterling calculated at 16½ pesos to the £

† Receipts are calculated at 1s. 6d. to the rupee

§ ex dividend